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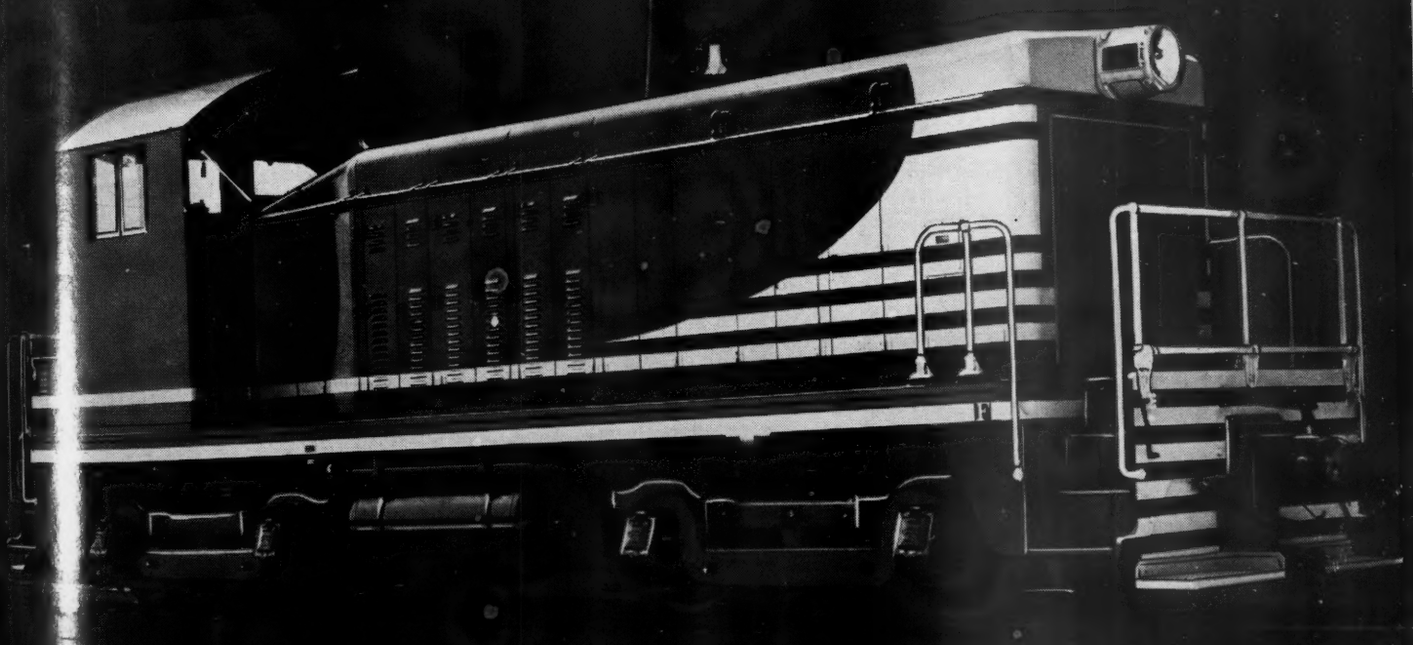

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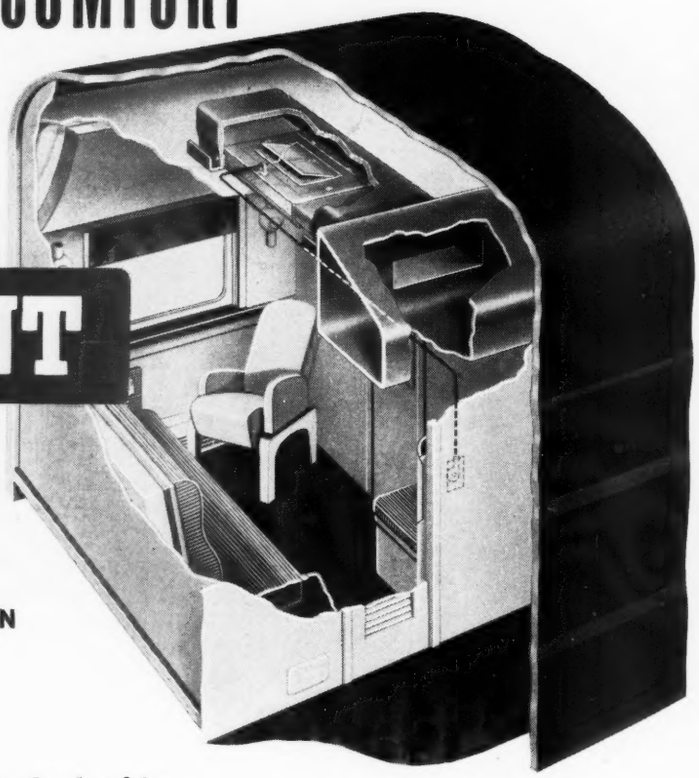

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RAILWAY AGE

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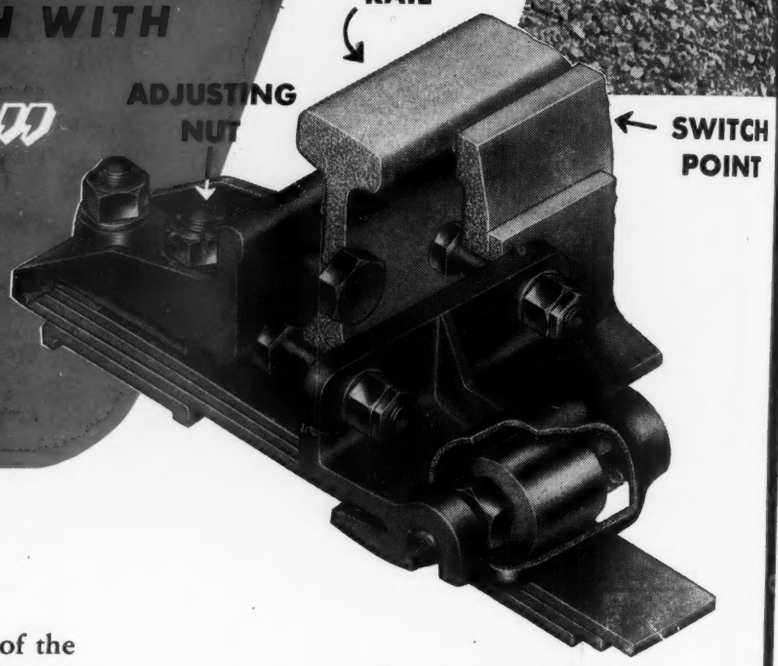

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WEEK AT A GLANCE

PLAIN OR ROLLER BEARINGS? Because bearing failures not only affect safety of operation but cost the railroads millions of dollars, the subject of bearings is one of unquestioned importance. Recognizing this, the New York Railroad Club devoted its October 20 meeting to a discussion of the subject by E. S. Pearce and Dr. O. J. Horger, representing, respectively, the makers of solid journals and roller bearings. The remarks of both are abstracted in the article which starts on page 34.

COMPLETE AND REALISTIC ANALYSIS: While it is not perfect, "National Transportation Policy," a recent publication of the Brookings Institution, is, in the view of our leading editorial, "the only up-to-date and adequately comprehensive statement extant, in terms of the public interest, which has issued from a scientifically competent, politically independent, and wholly disinterested source." The authors point out, unequivocally, that the only way out of the country's present transportation chaos lies in assessing the costs of government-owned transportation plant upon the direct users thereof, rather than on general taxpayers; and in deregulating the railroads at least to the extent of leaving to management rather than to regulators "basic managerial decisions with respect to pricing policy."

SMALL STATIONS "FILL THE BILL": Unlike their bus competitors, railroads can't use drugstores, newsstands, sidewalks and street corners in lieu of stations. They have to provide their own, at their own expense and out of their own revenues, and then pay taxes on the completed structures. For those very reasons, it is doubly important that any new stations be as simple and as inexpensive as is consistent with adequacy of size, practicality of design and attractiveness of appearance. The Pennsylvania has recently completed two which "fill the bill" in all those respects. The larger, at Youngstown, Ohio, is described and illustrated in a feature article beginning on page 30; the smaller, at Burlington, N. J., in the News pages.

PROVOCATIVE YANKEE THINKING: Down East Yankees have a well-deserved reputation for common sense and sound thinking—a reputation which was ably upheld in the recent address to the New England Railroad Club by Curtis M. Hutchins, president of the Bangor & Aroostook. We don't expect all railroad men to agree with him in every detail, but his ideas are well worth careful consideration and should be provocative of thought by others and possibly of wide discussion. For those reasons we are printing, page 48, excerpts from Mr. Hutchins' talk.

D. T. & I. TO P. R. R.-WABASH? The week's News section includes a summary of the proposed report to the I.C.C. recommending approval of the Pennsylvania-Wabash application for control of the Detroit, Toledo & Ironton.

LESS COAL—FEWER TRAINS: With the coal strike still in progress, and no sign of an early settlement, the I.C.C. this week ordered railroads having not more than 25 days' fuel coal supply on hand to cut their coal-using passenger locomotive mileage by 25 per cent. Thanks to recent extensive Dieselization, the overall cut is not expected to affect more than about 7 per cent of all passenger service—but it means, nevertheless, fewer railroad jobs, thanks to John Lewis' arrogant use of his dictatorial. monopolistic power. The order, and service cuts made to date, are reviewed in the News.

BACK TO WORK ON M.P.: Missouri Pacific trains are rolling again, following settlement last week-end of the long-drawn-out strike by its operating employees. Details of the settlement are given in the News section.

THE SHIPPERS LOOK AT TRANSPORTATION: The nation's freight car supply, the dirty car and freight claim problems, railroad l.c.l. service and pending Congressional legislation all came in for serious consideration at the 13th annual meeting of the National Association of Shippers Advisory Boards. A summary of the discussion on each of those subjects, and of resolutions adopted, and excerpts from featured addresses by M.-K.-T. President Donald V. Fraser and Interstate Commerce Commissioner J. Monroe Johnson. are all included in our account of the meeting, which begins on page 40.

CONGRESS ADJOURNS: With the adjournment of Congress, our News pages include a review of action on, and the adjournment status of, legislation affecting transportation.

LET'S GO FISHING! Beginning on page 38, William E. Meuse, general passenger agent (sales and sales training) of the B.&O., describes a novel series of sales meetings recently held for his company's passenger traffic representatives, in which the similarity between fishing for passengers and fishing for fish was sharply pointed up by combining a real Chesapeake Bay fishing excursion and other features with sales lessons of the more customary type.

TAILORED TO FIT: With installation of centralized traffic control between Muscatine, Iowa, and Allerton, 153 mi., the Rock Island has completed an extensive series of modern signaling projects which, together, cover its entire 1,137-mi. Chicago-Dallas line. The interesting feature of the over-all undertaking is the way in which different forms of signaling—cab, c.t.c. or straight automatic block—have been used as needed to promote safety and efficiency in the light of track conditions and traffic volume. A description, illustrated, starts on page 44.

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A Solemn and Timely Warning from Brookings

The independent and authoritative Brookings Institution provided the Commission on Organization of the Executive Branch of the Government (the so-called "Hoover Commission") with its "task force" for the study of government dealings with transportation. Two members of the institution's research staff, Charles L. Dearing and Wilfred Owen—with the collaboration of several other Brookings people, including President Harold G. Moulton—have now produced a 460-page volume* which is easily the most complete and realistic analysis available of the chaotic, wasteful and militarily hazardous situation of the transportation industry.

The Road Out of Chaos

With forthrightness and intelligence which is a welcome relief after the bumbling, *ex parte* and evasive turgidity of governmental research efforts in the same sector, the authors point unequivocally to the only road out of this chaos, namely, *assessing the costs of government-owned transportation plant upon the direct users rather than the general taxpayers; and deregulating the railroads to the extent, at least, of leaving to management rather than the regulators the "basic managerial decisions with respect to general pricing policy."*

The authors also want government's promotional efforts in behalf of transportation to embrace the railroads, not playing favorites with government-owned transport facilities as at present. They favor the unification of regulation of all forms of transportation under one regulatory body, with a Department of Transportation to take over promotional, developmental and policing functions for all transportation. They also advocate the use of "authority and leadership of government . . . in dealing with the problem of railroad consolidation."

While this Brookings treatise is by no means perfect†, it is the only up-to-date and adequately comprehensive statement extant, in terms of the public interest, which has issued from a scientifically competent, politically independent, and wholly disinterested source. Activated by no other discernible motives than a scholarly zeal for factual analysis and the protection of the public interest, these investigators have reached conclusions which, in the main, afford a striking parallel to the analyses of the situation which have been set forth persistently in these pages; and, for that matter, by most authoritative "railroad spokesmen."

The authors have done relatively little original research—nor was it necessary that they should have done so to reach valid conclusions. They have simply assembled acknowledged and pertinent facts about transportation, arranging these facts in significant

*"National Transportation Policy," published by the Brookings Institution, Washington 6, D. C. Price $4.

†Note, for instance, the fantastic statement on page 11 that "federal aid to the railroads amounted to 1.4 billion dollars."

order, and have then surveyed them in the commonsense light of elementary economic analysis. This is the approach, more than any other, for which there has long been a crying need—not, that is, an overwhelming increment of more and more undigested data, but some effort to get order into, and direction for action out of, the data already available. One book like this which makes remedial *action* its goal is worth a whole trainload of the verbose hodgepodge produced by the Coordinator's staff, or of the mighty if futile efforts of the employees of the Board of Investigation & Research (1940 Act) to write something significant which would side-step the notorious prejudices of the board's dominant member.

The Brookings analysis also presents conveniently the significant statistics of the transportation industry —e.g., the federal expenditures for transportation, the volume of traffic handled by each branch of the transportation industry, the percentage of air lines' revenues contributed by government, and charts outlining present and proposed governmental offices for dealings with transportation.

Federal Aid

Federal aid to transportation, not including such aid from state and local governments, in 1948 fell just short of $1 billion. Such aid in 1949 is approximately two-and-a-half times that extended in 1940. The biggest appropriations still go to the highways (evidently on the principle that "to him that hath shall be given"); but the biggest *rate* of increase has been captured by aviation, which in 1949 has a "take" from the federal treasury eight times larger than it managed to get away with in 1940. Federal aid to highways has now reached a total of $10 billion, to the merchant marine $15 billion, to inland waterways $3 billion, and to civilian air transport $1 billion.

As far as fixed plant goes, transportation can no longer claim to be predom nantly a private enterprise. On the contrary, it is very largely a socialized business, relying not upon private initiative but upon that of the bureaucracy. On highways alone, public expenditures now approximate $50 billion—only part of which has been recovered from charges to users, which in 1947 made up about 60 per cent of total funds available for highways. With the air lines, it is not only fixed plant which is provided at government expense, but there is an operating subsidy besides. The American people in 1947 spent the colossal sum of $40.5 billion for transportation. No wonder so many of them continue to be "ill fed, ill clothed and ill housed."

The promotional effort of the federal government in transportation, with a separate federal bureau to foster each favored agency (railroads and pipe lines excepted)—has doubtless helped greatly, says Brookings, in giving America its wonderful assortment of transportation facilities; but results do not indicate that "the goal of maximum service and economy" has been achieved or even aimed at. A further defect in the government's haphazard and unintegrated promotion policy is that:

> There is no positive concern for the condition and development of the railroad system comparable to the federal interest in other forms of transportation. We have seen that the federal government has extensive plans for waterway, airway, and highway development. It not only has no similar program for the rehabilitation of the railroad plant; it recognizes no responsibility or concern over what impacts its promotional programs in other fields may have on the railroad system. Yet the fact remains that an efficient railroad system is necessary for most movement of traffic at low cost, and that adequate capacity is at the present time a national defense requirement without which military preparedness would be futile.

Reckless Flirtations

This paper has long since ceased to expect that sound transportation policies can be brought about in this country by appealing to the public's sense of justice and fair play. It continues, however, to nourish the optimistic hope that these policies may still be established if the shippers and manufacturers who imagine they are benefiting from the present chaos can somehow be jolted into understanding how, actually, they are carrying on a reckless flirtation with wholesale and quite sudden socialization of the transportation industry and its affiliates; and with quick military defeat of their country when World War III breaks out. Transportation and traffic people with sufficient intelligence to grasp the realism and timeliness of the Brookings' warnings will be mighty poor patrons if they fail to arouse themselves to missionary zeal in the effort to impress its message upon the American people. The time left is pretty short.

TRADITIONAL PRACTICES CAN ALSO INCREASE COSTS

The cost of maintaining equipment is the resultant of the influence, among other things, of management on a number of factors that are more or less important as a means of keeping costs under control. We are inclined, too often, to relate to final costs only such things as the amount of material used, the number of man-hours of labor expended, the character of the facilities with which maintenance men do their work, and the caliber of organizations responsible for the supervision of the work. These are specific factors directly related to ultimate cost. But there are other factors that are playing increasingly important parts.

J. E. Goodwin, vice-president and executive as-

sistant to the president of the Chicago & North Western, in discussing current equipment maintenance problems recently in an address at the University of Minnesota, stated that: "One of the interesting sidelights of the transition from steam to Diesel locomotives is that the several labor crafts have divided the work on the Diesel among themselves in a manner which is related, for the most part, to the division of the craft work on steam locomotives. The result of the efforts of each craft to obtain as much work as possible for its membership has been an overall reduction in the efficiency which might be expected if the work on the Diesels could be confined to two crafts such as machinists and electricians.

"Strangely enough, the sheet-metal workers took over the train-heating steam-generating boiler and the light-gage sheathing of the locomotive body, while the boilermakers had to be content with the heavier framework of the body. This latter work formerly was performed by car men on steam-locomotive tenders.

"The car men must now be satisfied with repairing draft gears on either end of the unit and in some instances they are permitted by the other crafts to change brake shoes.

"This distribution of work may seem amusing at the moment, but there have been many instances of jurisdictional disputes between the crafts and such disputes have resulted in work stoppages and improper maintenance.

"Such disputes will be prevalent on any railroad during the early stages of adoption of new forms of power."

Here, without too much difficulty, may be seen the potential influence of organized labor in establishing maintenance practices. Along with this is the fact that changing economic conditions quite often make it necessary, through the seniority provision, to remove from maintenance jobs experienced men in favor of older but less experienced men.

Over a long period railroad maintenance organizations have been reasonably well able to adapt themselves to conditions of this kind on car repair and steam-locomotive maintenance work. Out of each hundred car-shop or car-yard men or each hundred locomotive-shop or engine-terminal mechanics, a far greater proportion can step into a steam locomotive or car maintenance job without difficulty than is now the case with Diesel locomotive maintenance. The maintenance of this newer type of power is a specialized job and it is a job that has been forced on the railroads so rapidly that their only salvation has been to build up a force of the kind of men that can absorb a new and special type of training with rapidity. The distribution of work among crafts based upon traditional classification and the operation of the seniority rule may account in substantial measure for some of the rapidly rising maintenance costs that are becoming evident with respect to some of the older Diesel-electric power.

WOULD YOU BE EMBARRASSED?

Everyone who knows anything about railroad engineering and maintenance, including even those who may be critical of some present commonly accepted standards and practices, knows that no track structure can be permanent under the action of millions of rolling wheel-loads. Some maintenance will always be necessary. There is, nevertheless, an increasing number of engineering-minded, cost-conscious men, both on and off the railways, who are not satisfied with present-day maintenance-of-way expense ratios. They are becoming caustically critical of repetitive maintenance operations as now carried out, with what they assert is insufficient regard for design and construction practices which would reduce overall maintenance costs by providing a greater degree of permanence.

Such criticism has as its particular target those organizations which are content to spend millions for routine track maintenance, but which are backward in authorizing expenditures for improved construction aimed at minimizing the amount of necessary maintenance. One critic compares track maintenance practices today with the constant costly patching of macadam pavements which were never designed to carry the loads imposed upon them by present traffic —and calls these practices the equivalent of political "boondoggling."

In an address at the recent concurrent conventions of the Roadmasters' and Bridge and Building Associations, a chief maintenance officer, discussing the effect of the 40-hour week on maintenance-of-way operations, emphasized the importance of greater stabilization of the roadbed and track, and asked the very pertinent question: "Why should any first-class piece of track require daily attention, or even weekly attention?" Some would amend this question to ask, "Why monthly, or even yearly, attention?"

In the light of present labor costs, it is not surprising that the question of improvement expenditures *versus* maintenance expenditures keeps coming up. Frequently mentioned in this connection are the following specific practices: More general use of heavier rail and track fastenings; better and longer ties; rail welding to minimize joint maintenance; larger tie plates and other means of preventing the mechanical destruction of ties, to be installed even ahead of scheduled rail renewals; roadbed stabilization by grouting, subdrainage and other means—all in the interest of greater permanence and minimum man-hours of routine maintenance.

No one can say that none or all of these expedients have not been used to some extent on most railroads to improve the track structure and reduce maintenance costs. It may still be questioned that they have everywhere been given the consideration they warrant. That question, if asked by some people, might be embarrassing, unless the correct answer can be given.

SMALL STATION DESIGNED TO "FILL THE BILL"

Early this spring the Pennsylvania placed in service an attractive new passenger station at Youngstown, Ohio, a city of approximately 170,000 population, which has met with the enthusiastic approval of the townspeople. The new structure, compact in design, yet completely adequate in every respect, is modernistic in exterior appearance, while interior walls are finished in glazed tile in a combination of shades of green.

Youngstown is on the Pennsylvania's line between Pittsburgh, Pa., and Cleveland, Ohio, and the new station is served by six daily trains between Pittsburgh and Cleveland, two trains between Akron and New York, and two trains between Pittsburgh and Chicago, which run via Youngstown and Alliance, Ohio. The station is thus used principally by passengers coming into and leaving the city, with few "layovers" between trains. Therefore, in planning the new station, the railroad confined its size to that necessary in carrying out its specific functional requirements, while at the same time providing every accommodation needed for the convenience and comfort of patrons.

The new building replaces a brick structure that had been in service for nearly 70 years. The old station, despite its age, was adequate in size and, although somewhat dated in appearance, was not unsightly and was in good repair.

Construction of the new station was occasioned by a new bridge project, undertaken jointly by the city and the state to carry vehicular traffic between the north and south sides of the Mahoning river. The plan required the old station property for part of the north approach to the bridge. At this point the Pennsylvania's two main tracks are on the north bank of the river, which flows through the center of the city. Three additional tracks, belonging to other roads, are also located on the north bank, immediately south of those of the Pennsylvania.

Modern in Appearance

The new station is about 1,000 ft. west of the site of the older strucure, on high ground, about 22 ft. above the track level. Like the old station, it lies north of the tracks and faces Federal street, the main east and west thoroughfare. The building is set back 80 ft. from the street in the center of a landscaped area and is reached by a curved driveway with two points of access to the street.

Left—Located in the center of a landscaped area near the heart of the city, the Pennsylvania's new passenger station at Youngstown has been received with enthusiasm by the townspeople

Right — Welded rail was used throughout the platform area of the new station

Modern, attractive facility recently completed by the Pennsylvania is functional and adequate, avoiding expensive extras

Designed by Walker & Weeks, architects of Cleveland, the new building has clean, modern lines. From the street it appears as a low, flat-roofed structure, with flat over-hanging canopies along the front and sides, and with a low, flat-roofed clerestory rising above the central part of the structure. A dominating feature of the building is a pylon-like tower located at the east end, which serves to conceal the chimney. The exterior of the station and the tower are of gray face brick. Large terra-cotta reproductions of the Pennsylvania's keystone insignia, illuminated at night by floodlights, are displayed on the east and west faces of the tower.

Although the building, from the street, appears to be a single-story structure, its rear elevation is three stories high, this construction resulting from the fact that the street level is 22 ft. above the track level. The main floor contains the waiting room, ticket office, and the women's lounge. The men's toilet room is on a mezzanine floor, below the main level, and the remaining portion of the mezzanine is given over largely to offices of the divison freight agent. The track-level floor contains a large room for baggage, mail and express, and a furnace room.

In plan, the station is roughly 48 ft. by 93 ft., with the long, or front, dimension extending generally east and west. Entry to the main floor is through a group of four glazed doors, near the west end of the building, which open into a small vestibule, beyond which is the waiting room and ticket lobby.

The east end of this level is given over to the waiting room, 28 ft. by 44 ft., while the ticket office and agent's office occupy a smaller area in the west end. On the south side of the waiting room, directly opposite the main doorway, is a short passage which leads to an enclosed stairway to the track level.

Walls Are of Glazed Tile

Large panes of clear glass, held in aluminum sash and extending from a wainscot height of 3 ft. to the ceiling, form the north and east walls of the waiting room. Another feature is the use of glazed tile as the finish material of the remaining wall areas on this floor. Two shades of green are used in the waiting room, in alternating vertical stripes. The north and east walls, below window level, are concealed by radiators with covers, painted aluminum. The ceiling is of plaster, painted buff. The floor is of terrazzo of varying colors.

The clerestory, 23 ft. by 55 ft. in plan, rises 5 ft. above the roof level. It is of gray face brick with narrow longitudinal panels of glass block in the longer sides. The interior is of plaster, painted buff.

A bank of coin lockers is recessed into the south wall of the waiting room. An alcove for several telephone booths is also provided in the south wall of the waiting

room. The unusually attractive waiting-room furniture is of the type frequently found in lounge rooms, and includes two-, three-, and four-place sofas with aluminum frames, upholstered in a durable composition material. End tables of aluminum, with grey plastic tops, and sturdy pedestal-type ash trays are also provided. A number of the sofas are upholstered in gray, while others are done in coral.

The ticket office, 14 ft. by 17 ft., occupies the west end of the station, with private offices flanking it on the north and south. The ticket counter is of the open type and is faced with gray terrazzo to a height of three feet, with gray plastic between this height and the main counter level. Above the counter is a low glass partition with four openings to form the ticket windows. Horizontal bars of Lucite are placed across each of the openings. The deal plates are of aluminum.

Attention is directed to the ticket office by the words, "Baggage, Tickets and Information," formed of cut-out block letters attached to the ceiling, directly above the counter. Outbound hand baggage may be checked at the ticket office and is passed into the office through an opening in the face of the counter, which, when not in use, is closed by two sliding doors of stainless steel. A dumb-waiter is used to lower the baggage to the track levels.

Special Ticket Cabinets

The office area behind the ticket counter contains two large desks for the ticket clerks, two file cabinets and two ticket cabinets of special design, one for coupon tickets and the other for interline and Pullman forms. The ticket cabinets are mounted on casters so that they may be moved readily to positions convenient to the ticket sellers or stored out of the way when not in use. These furnishings are all of metal construction in an attractive dark gray finish. The working side of the ticket counter is of special design and contains numerous cabinets and drawers in the same gray metal finish.

As mentioned previously, a broad enclosed stairway leads to the track platform from the end of a short passage on the south side of the waiting room. The stairs are enclosed in a brick shelter with inner lining of cream glazed tile. Because the stairs are two stories high, two wide landings are incorporated in them.

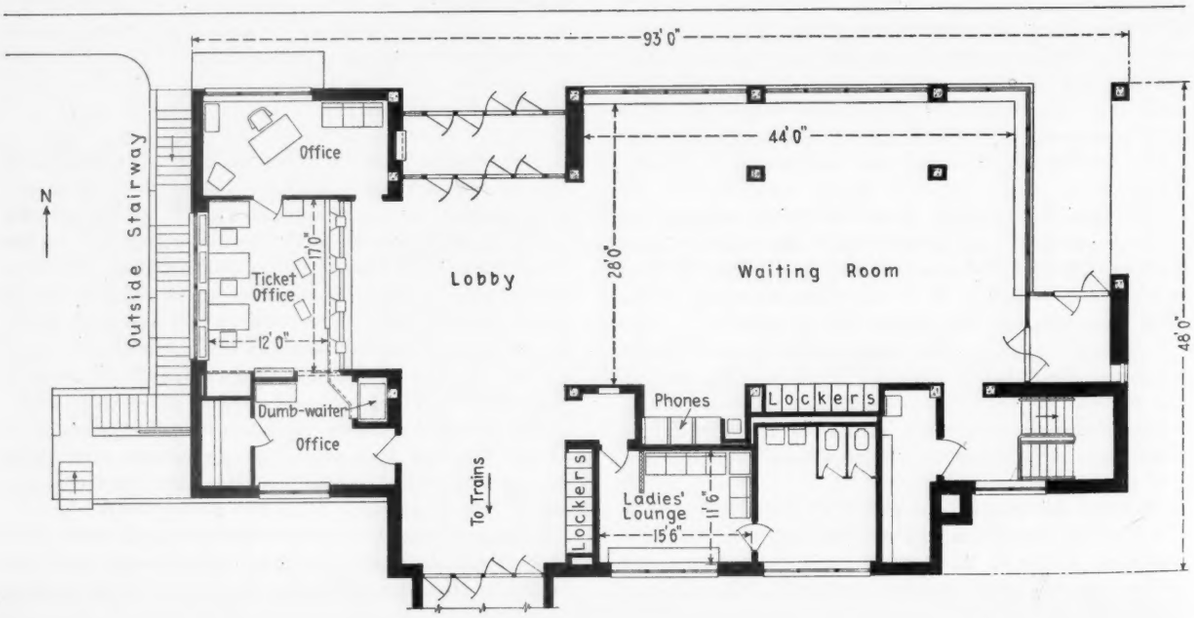
A small but attractive lounge for women is south of the waiting room and east of the passage leading to the tracks, being entered from the latter. The lounge room is 11 ft. 6 in. by 15 ft. 6 in. and is finished in the same pattern of glazed tile that is employed in the waiting room. Beyond the lounge is a toilet room, finished in cream tile. The lounge furnishings are similar to those in the waiting room, but, in addition, include a large vanity table and mirror.

Mezzanine Level Used for Offices

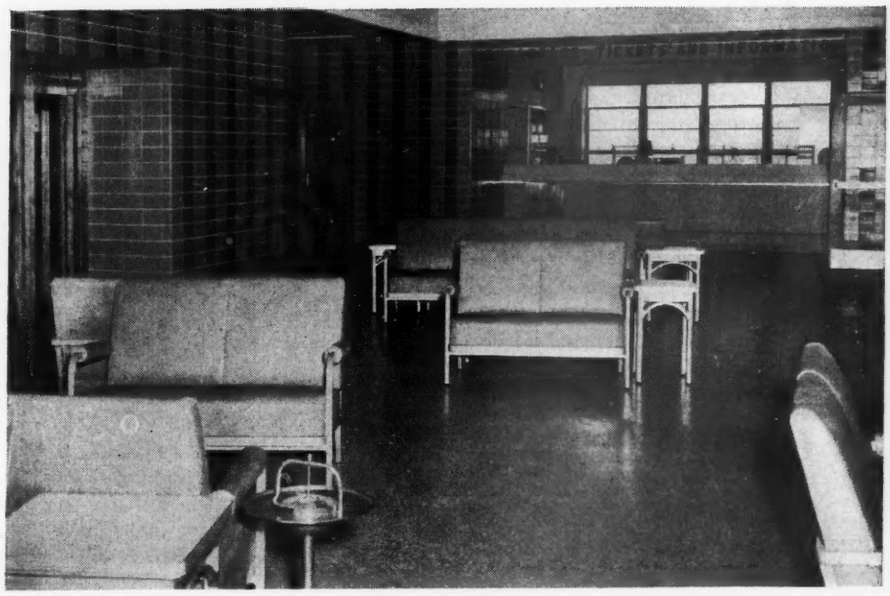
A second stairway, in the southeast corner of the station, leads to the mezzanine and track levels. Like the stairwell of the main passenger stairway, the well of this stairway is finished in cream tile. The mezzanine contains the men's toilet room, entered directly from the stair landing, but is given over primarily to the offices of the division freight agent and his staff. These offices, which may be entered from the mezzanine landing of the stairway just mentioned or from an outside stairway at the west end of the building, include a large general room, 28 ft. by 36 ft., with desk space for 7 clerks and 2 freight representatives; filing space for tariffs and for other records; a small toilet room; and a private office, 14 ft. by 15 ft., for the division freight agent. All of these rooms, except the toilet, have rubber tile floors, acoustical ceiling and painted plaster walls.

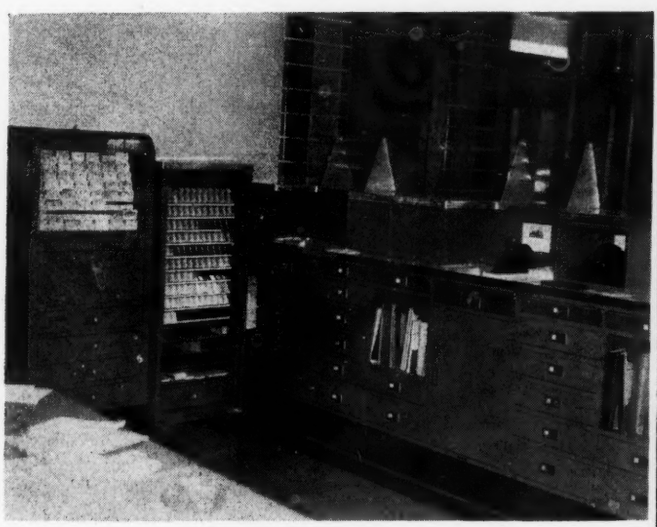
The station is heated by hot water from an oil-fired

Floor plan of the waiting room level of the station



Right—Glazed tiles in two shades of green form the wall finish of the attractively furnished waiting room. Below—The "working" side of the ticket counter, showing the cabinet arrangement beneath the counter, and the portable ticket cabinets. Below (right)—Large windows fill the north and east walls of the waiting room





boiler in the basement furnace room. Convector-type radiators are employed in the waiting room, while conventional radiators are used elsewhere.

The track-level or basement floor contains a baggage room, a storage and lock-up room, a baggage office where patrons may call for inbound baggage, and the furnace room. The floor of the baggage room is three feet above ground level to facilitate the loading and unloading of platform trucks. These trucks may be brought to a small loading area within the building through a wide doorway with an overhead door. The south edge of the elevated floor of the baggage room facing the loading area is constructed in saw-tooth fashion to accommodate three platform trucks for simultaneous loading. At the west end of the station, but outside, is an elevated loading dock for express and mail trucks.

A driveway, leading from Federal street and terminating in an adequate turning and parking area, permits baggage and mail trucks to reach the platform level. The driveway is also used by taxis and private automobiles meeting arriving trains.

Both concrete and treated timber are employed in the track platform. Concrete is used in a 14-ft. platform, 465 ft. long, along the north side of the westward track, while timber is used in the track area and in extensions beyond the limits of the concrete platform, which bring the total length of platform to 925 ft. A flat-roofed steel shelter shed, 330 ft. long, is provided over most of the concrete platform. Pressure-welded rail was installed in both tracks within platform limits.

PLAIN OR RO

At a meeting of the New York Railroad Club on October 20, two speakers, E. S. Pearce and Dr. O. J. Horger, representing, respectively, the solid journal bearing manufacturers' group and the roller bearing manufacturers, presented papers outlining the contributions of each of the two types of bearings to railway service. Abstracts of these papers follow. The speakers were introduced by P. M. Shoemaker, vice-president of the Delaware, Lackawanna & Western, who stated the problem presented to the railroads by the occurrence of hot journals.

In his introduction, Mr. Shoemaker told the audience why he thought the journal bearing problem is acutely serious now. There have been many kinds of improvements both in motive power and rolling stock and in track which have contributed to great progress in reliability. Little has been accomplished, however, in improving bearing service on freight cars. Bearing failures, he said, endanger the safety of railroad transportation. In 1947, American railroads reported 509 broken axles caused by hot journals, 421 of which caused derailments which, in turn cost $1,618,000. Again in 1948, 481 broken journals were the cause of 411 derailments. In these one person was killed and eight injured. The average cost per accident in 1948 was 37.8 per cent more than in 1947.

Citing the experience of the Lackawanna alone, Mr. Shoemaker said that during the 12 months ended October 1, 1,904 hot boxes were reported, of which 1,191 occurred in June, July, August and September. For the year as a whole the average miles per hot box was 110,000; during January and February, the average was 250,000; during August and September, 50,000. During the same period in passenger service, 63 hot boxes were reported, 60 per cent of which occurred in January, February and March. The average miles per hot box in passenger service was 500,000.

Something must be done about hot boxes not only because they are expensive, Mr. Shoemaker said, but also because they affect the dependability of railroad service. He quoted a statement made at the recent Shippers' Advisory Board meeting in St. Louis indicating that 84 per cent of the intrastate traffic in California now moves by truck. Evidence of the extent to which such traffic is moving on the highways everywhere, he said, is seen in the number of side tracks with rusted rails and the number of trucks backed up to industry loading docks. The principal cause of the lack of dependability in railroad deliveries is the hot box which causes cars to be set out en route or at terminals.

Exploring the economics of hot boxes, he said, the average delay per hot box during July was 40 minutes. On Diesel freight trains this represents a serious loss of availability of this high-priced motive power. Each hot box on the Lackawanna, he said, costs on the average $50.26.

WHAT'S AHEAD FOR THE PLAIN BEARING?

By E. S. PEARCE*
Member, Research Advisory Committee
Journal Bearing Manufacturers

The *Railway Age* of September 3, 1949, commented editorially on the following statement by the president of one of our largest railway systems to the Mechanical Division of the Association of American Railroads:

"Somewhere, somehow—and the sooner the better—there must be found a practical and economical means of eliminating or reducing to insignificance one of the great and traditional curses of the industry, *our wasteful troubles with journal bearings.*"

It is with this statement as a framework that the case for the solid-type bearing as used on railroad rolling stock can best be presented. For certainly, it is with a solid-type bearing assembly that the "practical and economic" specifications can best be met. While this is generally recognized, the A.A.R. solid-type bearing has nonetheless suffered for lack of a basis for comparison. We now have the roller bearing. Comparisons factually and impartially drawn, devoid of coloring and exaggeration, will accomplish not only an accurate evaluation of the solid bearing's performance under existing service conditions, but will also establish a fuller realization of its ultimate potentials.

**Mr. Pearce is president, Railway Service & Supply Corp., Indianapolis, Ind. Other members of the Research Advisory Committee are I. E. Cox, vice-president, National Bearing Division, American Brake Shoe Company, and R. J. Shoemaker, consultant engineer, Magnus Metal Corporation.*

Demands of Interchange

Transportation service by the railroads, as required in this country, makes necessary the highest degree of free, unrestricted movement of equipment, over the railroad mileage of the continent, regardless of territorial extent and equipment ownership of any one railroad. With but two or three exceptions, out of every 100 cars in movement or subject to movement on any one railroad, 55 to 84 are of ownership other than of that specific railroad. What one railroad does affects the performance for better or for worse of other roads.

The complexity of the problem can be more fully realized once the number of units we must deal with is made known. There are in the United States today, over two million freight cars and many, many thousands of passenger cars equipped with A.A.R. standard journal bearing assemblies. This means that there are more than 17 million journals, more than 17 million bearings,

OR ROLLER BEARINGS?

Bearing failures not only affect safety of operation but cost the railroads millions of dollars—Research in two fields is working toward the solution of this problem

17 million wedges; in sum, more than 17 million of each of the parts of the entire assembly.

Low Incidence of Failure

Since all cars, other than bad order, are subject to movement as traffic volume requires, the journal box assembly must be such that it will not be a qualifying factor for such movement. This naturally raises the question as to the incidence of failure of the journal box assembly designated by the term "hot box." The measure of this incidence of failure is the number of journal boxes in service per day on all cars in movement or subject to movement for *one* journal box failure. Any changes predicated on the anticipated elimmination of one failure must be thought of in units of all cars in movement, or subject to movement from the "practical" as well as the "economic" viewpoint.

JOURNAL BEARINGS IN SERVICE PER BEARING FAILURE

Road	Number of Bearings for One Failure		
	Yr. Average	Minimum	Maximum
A	37,432	20,288	113,480
B	86,648	48,464	204,984
C	32,304	15,992	97,104
D	19,424	9,376	55,304
E	33,624	17,576	69,856
F	45,560	20,968	147,072

In the table it can be seen that among six typical railroads there is a minimum average performance of one failure for 9,376 journal boxes to a maximum average performance of one failure for 204,984 journal boxes. These records show the actual performance of the solid type bearing under existing operating conditions, and this measure of dependability is a basic factor to consider. Likewise, the evidence here is indicative of the small number of unit failures to be eliminated, relative to the total number of bearings in service.

The solid-type journal bearing assembly has kept pace with the accelerated tempo of railroad operations. Car-miles per day increased 49.5 per cent from 1926 to 1947 and the average net ton-miles per car per day increased 86 per cent. These increases have been effected with only the slightest modification of the standard bearing assembly. The limitation of the assembly, as regards load-carrying capacity and speeds, has nowise been reached, while the incidence of failure, if anything, has been lowered.

It is recognized that for competitive reasons the nation's railroads must still further increase the average car-miles per day, the average net ton-miles per car per hour and per day. This may require higher and more repeated acceleration where comparative bearing resistance has been emphasized as a factor. The solid-type bearing under low temperature particularly, offers less resistance to acceleration than any other type of bearing and the matter of running friction is an insignificant factor in relation to total train resistance. Likewise, under these conditions of high speeds we have the augmented effects of lateral and vertical shock which. because of the ultimate reaction on lading and wear on mechanical parts, must be flexibly controlled — not rigidly opposed. In its accommodations to these forces the solid-type bearing is more practically and economically adapted to their flexible control.

For these reasons the full possibilities of the solid-type journal box assembly must be explored and utilized. This can be done only through continued coordination and cooperation of all railroads and independent suppliers of the component parts through the Mechanical Division of the A.A.R.

Immediate Considerations

Consistent with the practical and economic aspects of the assembly, it is obvious that its individual elements must be thoroughly explored to assure their fullest use and development.

First, it can easily be demonstrated that unless oil is kept in the journal box, and dirt and water out, it is only a matter of time before the cumulative effect will so deplete lubricating efficiency that a bearing failure must result. Solid-type bearings have never enjoyed even this simple necessity. Developments to accomplish this and means of measuring their effectiveness are available.

Second, the axle journal and bearing are, to the greatest degree, interdependent. Without impairing the essential features so necessary to universal facility of maintenance, there is here a fruitful field for improvement. Round, straight, properly surface-finished axle journals are not common, but they are highly desirable. The diameter of the journal for a bearing of the fixed diameter can and does vary as much as one-half inch, and the bearing is supposed to work equally well within that range. This is a far cry from the high degree of accuracy accorded a roller bearing. As a matter of fact, on opposite ends of the same axle, the solid-type

bearings operate on journals of different diameter and different length. Economic necessity has been the governing factor here, as the practice saves money on buying axles; but it is tough on the bearing performance.

The dimensional difficulties can be overcome entirely if the axle journal collar were to be completely removed or made removable. Journals would then be equipped with a thin or thick sleeve the properties of which would be for surface only, not a compromise with axle strength as at present. A bearing of greater arc (120 deg. to 180 deg. instead of 105 deg. to 115 deg. as at present) could then be used. All journals would be of the same full diameter; the operation of turning journals with attendant handling of wheel pairs eliminated; axles would not be scrapped for undersize or overlength journals—all items of expense. The sleeve would be renewable with wheels in place if, in the case of integral boxes, the box or side frame were removed.

Special Bearing Designs

The bearing is the beneficiary or the victim of the other mechanical components and their attendant maintenance practices or the lack of them. There are changes in design predicated on factual data which will, to a greater or less degree, compensate for some of the adverse conditions. Some of these designs have proved merit, but their extensive use has been limited by extraneous factors, often economic. However, this naturally brings up the question as to the relative improvement in performance that would accrue through proper maintenance practices, as compared to improved design and materials, although it is obvious that a combination of both is the ultimate goal.

In any consideration of journal box operation, we come, regardless of the type of bearing involved, to the personal equation, here exemplified by the car inspector, journal packer or box servicer. For these essential employees try to give all boxes some attention, whether they need it or not, but with the probability that some boxes that actually require attention will not receive it.

Aside from journal heatings resulting from mechanical breakages, there are ample and repeated warnings given by journals that are eventually going to heat to the failure point. This is an unique advantage of the solid-type journal bearing assembly. These warnings are not always evident at inspection points, because they occur en route. If we could, in effect, equip all journals with recording pyrometers, hot boxes occurring on line and en route could be eliminated. The transportation department would then never hear of them, as they could be given selective attention at terminals upon the first symptom of an abnormal condition. Thus, in recent years, a demand has been made for a hot box alarm to be used with roller bearings as well as solid bearings. There is the general impression that serious consequences have resulted in the absence of a successful, practical and dependable device of this nature. The demand for such a device approaches fatalistic thinking, since the problem here is one of differentiating between the advisability of calling the undertaker or the doctor if the need for the doctor is not to be anticipated. For the price of a three-cent stamp a device can be applied to the journal in the solid-type journal box assembly to indicate the necessity for a doctor. Such a device has been put into limited service. Here is a field to be explored.

Even now, the component parts of the journal box assembly are the subject of an extensive research program conducted by the Mechanical Division of the A.A.R. in facilities that have been provided specifically for this purpose. To further facilitate the pursuit of this program the Research Advisory Committee of Journal Bearing Manufacturers in July, 1948, submitted to the A.A.R. Mechanical Division a comprehensive research program on the journal box assembly. In addition to the items already mentioned, there were included the items of lubricants, lubrication medium (waste vs. pads), maintenance practices, and improved material specifications.

Likewise, there is a need for metallurgical studies which may lead to some revaluation of both the brass back and lining materials as presently constituted. The possible advantages to be derived from variations in composition here certainly should be considered.

The record of the solid bearing is clear. It is evident that to whatever factual extent the conventional journal box assembly may be deficient, economic improvement does not lie in the replacement or substitution of the unit as a whole. Rather can improvement best be found in the proper factual evaluation of the nature, cause and extent of presumed deficiencies. Any remedies, whether in materials, designs or practices, can likewise be carefully evaluated, thus producing in the not-too-distant future, the most "practical and economic" journal box assembly.

ROLLER BEARINGS AND EFFICIENT SERVICE

By DR. O. J. HORGER
Chief Engineer, Railroad Division
Timken Roller Bearing Company

The railroads' perennial journal bearing problem arising from the use of plain bearings would cease to be a problem if roller-bearing journals were used. The railroads have recognized that the roller bearing offers a practical and economical solution to their hot box problem on passenger cars and locomotives. For some years now, no passenger cars and few locomotives have been built without roller bearings; also considerable existing equipment has been converted from plain to roller bearings.

The overall picture of railroad operation is fast changing from two fundamental aspects: (1) Labor costs are becoming a larger part of operating costs; (2) the handling of freight trains over the road and through yards and terminals must be considerably accelerated to meet competition of other forms of trans-

port. The cost of labor employed to maintain and repair plain-bearing journal boxes has increased 110 to 130 per cent over 1938. On the other hand, the increase in the cost of roller-bearing journal box applications has only been 33 per cent, leaving a labor increase of 3.3 to 3.9 times that of roller bearings.

Developments indicate that the roller-bearing journal in freight service will require no inspection or lubrication for three years. Such a period agrees with the present air-brake cleaning interval of 36 months. Air-brake and roller-bearing lubrication could be made simultaneously. This procedure will eliminate placing the car on the repair track for plain-bearing journal box repacking every 15 months; instead the car will be available for revenue service during the period that it would normally be on the repair track.

Class A inspection of a 90-car train having plain-bearing journals requires eight men one hour and fifteen minutes, or ten man-hours. On through trains this delay is too long for efficient locomotive operation, especially where Diesels are used, so that most train schedules allow much less time. Therefore, there is always a complaint on the part of maintenance forces that a train is not held long enough to permit adequate inspection and addition of free oil to plain bearings. It is not unusual for 75 per cent of the journal boxes to require free oil additions. The use of roller-bearing journals reduces Class A inspection to one-tenth of the man-hours required when plain bearings are used. Some yards make this inspection of a comparable roller-bearing-equipped train with four men in less than 15 minutes, or two men in less than 30 minutes.

We have only mentioned the labor savings resulting from running inspections. But in hump and retarder yards and car-dumper operations, the maintenance cost would be nil using a roller bearing which only requires inspection at three-year periods. It is estimated that labor savings from the elimination of plain bearing maintenance would approach $40 million a year if all freight cars were roller-bearing equipped.

In Freight Service

Manufacturers of plain bearings have commented on the dependability of plain-bearing journal performance for 1947 on six railroads having 25 per cent of all freight equipment. They emphasize that for every journal failure there was a minimum of 19,400 bearings on one railroad up to a maximum of 86,600 on another road which did not fail. It is true that this performance is better than 99.99 per cent. This degree of perfection, however, was not found good enough for passenger cars and locomotives—and the railroads themselves do not consider it acceptable for efficient freight-train operation. There are several reasons for this contention.

1—One car set out on the road because of one hot box causes an average train delay of ½ hour. On-time operation would increase the availability of motive power. Yard and terminal congestion is also relieved by on-time arrivals and departures. A still more costly aspect of this delay could arise by delaying other trains. The dollar value of keeping trains moving can be visualized when we consider that centralized traffic control systems are being installed at a capital cost up to $10,000 per mile.

2—On Class I railroads during the first six months of 1949 67,006 cars were set out on the road on account of hot boxes, which averages 11,168 cars per month. On some large railroads this figure is 1,000 cars per month; this is equivalent to 10 trains of 100-car consist which are delayed two to three days and congest traffic and repair tracks until the hot boxes have been repaired. An estimated out-of-pocket cost of the average hot box is $35.00 based on 1948 rates; this becomes an annual cost of $4,670,000 for all Class I railroads.

3—Cars required to be bad-ordered in yards for hot box conditions approach the number of cars set out on the road. An average estimated cost of $14.25 per journal leads to an annual burden for all railroads of $1,995,000.

4—Freight train delays caused by mechanical failures are largely attributed to one cause—that of hot boxes. Hot boxes generally cause from 65 to 90 per cent of these delays.

5—Up to 85 per cent of the cars set out on the road for hot boxes are loaded cars. The delay in lading delivery averages two to three days.

6—Train accidents resulting from broken or overheated plain-bearing journals have resulted in out-of-pocket costs upwards of $500,000 annually to individual railroads. A conservative figure for all Class I railroads would be $6,000,000.

Performance in Hump Yards

The free coasting characteristics of roller-bearing cars has raised the question as to their operation in hump yards. Over two years ago, one railroad purchased 25 seventy-ton covered hopper cars equipped with roller bearings for hauling soda ash to Akron, Ohio, and Barberton from points as far west as Texas. They have operated in regular interchange service on 34 railroads and go through regular hump-yard procedure.

A survey indicates that the track grade varies considerably from one hump yard to another. Many other factors influence car operation through hump and retarder yards such as car loading, type of load and weather conditions affecting the friction in plain bearings. Roller-bearing-equipped cars have the same resistance in winter as in summer. With the latitude of control of braking force exerted by retarders no difficulty is experienced with roller-bearing cars. In fact, many friction-bearing hot boxes have their initiation in hump-yard operation. Car impact disturbs the packing, brass and wedge. The roller bearing operation will not be affected by such impacts. It has been found that the normal precautions taken to prevent overspeeding of a plain-bearing car in hump yard operation are sufficient for the control of the roller-bearing car.

The high resistance of plain bearings is the reason for starting freight trains by starting one car at a time. Considerable slack is therefore required in the car couplings. This amount of slack is undesirable after the train gets into motion because of collision between cars. Both of these starting and running conditions impose severe stress conditions on the drawbar and coupler as well as the car body and lading. The starting resistance of the roller-bearing car, one-tenth to one-thirtieth that

(*Continued on page* 49)

Above—The author dramatized the B. & O.'s sales training programs by illustrated cartoons developed by an authority on memory training. Below—B. & O. passenger representatives learn how to catch 'em

Passenger men hold novel sales meeting; seek adventure on the high seas . . .

Fishing for Sales

By **WILLIAM E. MEUSE**
General Passenger Agent
(Sales and Sales Training)
Baltimore & Ohio

Fishing for fish is, in many respects, similar to fishing for passengers; it's the proper bait plus the "know how."

For three years the Baltimore & Ohio's passenger traffic department has conducted a comprehensive sales training program. As a final feature of our "first round" of training it was decided that salesmen should visit the home office, not just to say "hello" to folks at headquarters, but to participate in as novel a sales meeting as ever "came down the pike"; to meet officers of the company; and to join in an adventure that will live long in memory — an adventure bound to pay off in dividends traffic-wise.

Sales meetings were conducted on five summer week-ends. For each training group approximately 30 men were scheduled to arrive in Baltimore on Friday. Representatives from all sections of the country "talked shop" with men from other territories; our salesmen had opportunity to renew old acquaintances and make new ones. All this produced a closer-knit, more effective sales unit.

Our general office is a busy, bustling place — as it should be — but these men, many of them "touring" it for the first time, found it abounding nevertheless in a virtue that is one of their aces in selling — old-fashioned hospitality. Their itinerary of the B. & O. building included visits to the board room, treasurer's, transportation, and communications and advertising departments, the city ticket office, division passenger agent's office, public relations quarters and the B. & O. library. Vice-President Howard E. Simpson extended a cordial invitation to "come in and say hello" — to gather 'round a man who formerly had been their general passenger traffic manager.

Visiting and the tour completed, each group gathered in an assembly room for its sales meeting, during which the author of this piece acted as "M. C."

and, later, as "Professor of Basic Objections, Memory Hooks and Money-Making Magic."

First on the docket we had some speech-making that gave our salesmen an opportunity to meet officers, to know some people they ought to know and to hear some things they ought to hear. For instance, our advertising agent, R. C. MacLellan and his assistant, J. J. Nugent, alternated in talking about "Advertising That Opens the Door for Salesmen." R. M. Van Sant, director of public relations, cooperated by sending one of his staff to tell us "We Are All Engaged in Public Relations." Through the cooperation of General Freight Traffic Manager J. W. Phipps and his department, we listened to staff members, who talked impressively on "Cooperation Between Departments," and General Passenger Agent Ray Holter gave each group an interesting and dramatic discussion of "Rates and Ratemaking Procedures."

Our training groups heard Charles H. Eyles, president of the Richard A. Foley Advertising Agency (which handles B. & O. advertising), set the keynote when he said that the "Fishing for Sales" program indicated, above everything else, that the "B. & O. has a heart. It is human. It considers its people not merely employees but human beings, as demonstrated by this plan which combines education, reward and recreation."

General Passenger Traffic Manager J. F. Whittington talked encouragingly about "The B. & O. Salesman." He discussed the sales training program and its objectives, his gratitude for results so far obtained, and for the fine cooperation existing in the department.

Rapid Fire Sales Meeting

Then the "Professor of Basic Objections and Memory Hooks" took over with the sales session — a combination of serious study, oral recitals and written examinations, which entertained while it drove home its sales points in rapid fire order. The presentation featured a series of large posters with cartoons on both sides. One side was used to drive home certain "memory hooks." (Who would think that an alarm clock, a pair of trousers, a chair, table, newspaper, auto and a policeman had anything to do with securing passenger traffic? But they do! Consult your authority on memory training.) Cartoons on the reverse side of each poster were used to impress upon each salesman basic sales principles. This was accomplished by "hanging" the sales principles on the "memory hooks." Finally, written examinations proved out the memory course.

After luncheon in the B. & O.'s dining room, each training group boarded chartered buses — destination historic Carvel Hall in Annapolis, Md., where the trainees were assigned rooms, changed into their "fishin' togs" and gathered in the famed Celebrity room.

Fishin' for Fish, and Passengers

These men were about to go fishin'. Now was the time for the sales manager to drive home the sales points if, as we say, there is a great similarity in fishing for fish and fishing for passengers. Fine tackle is worthless unless we know how to use it. Fine equipment on our railroad is of little avail unless we develop the "know how" of merchandising it.

Big fish are caught with small bait. Passengers are likewise influenced by many little things. The type of fish we were after are caught away from the boat — play out your lines a good bit. And our passengers are caught away from the office. Be like the bee — the bee that gets the honey doesn't hang around the hive. When a fish strikes, yank, set the hook, and land him. When a passenger "bites" don't delay in setting the hook, or you'll lose him. Once "caught," keep your passenger happy and satisfied by being his conscientious and interested "travel adviser" so you won't lose him. Sharp, shiny hooks catch the most fish. Sharp, shined-from-use sales technique catches the most passengers. You can't catch fish if you're not fishin'. You can't catch passengers if you're not sellin'! Similarity in fishing for fish and fishing for passengers? I'll say there is!

Visitors Comment

Then the sales manager turned over the meeting to the founder and secretary of the Chesapeake Bay Fishing Fair Association, who displayed a sterling silver cardplate — one to be awarded by the association each week to the champion B. & O. angler. The manager of a sports center in Annapolis offered a trophy each week for the most fish caught, and each week the salesman catching the greatest variety of edible fish received a Stetson hat. Other trophies were made available.

There was nothing formal about the meetings, and we enjoyed them immensely. People strolled in and out at will — strangers, hotel guests, traveling salesmen, Navy personnel. All were welcomed. The mayor of Annapolis found occasion to pay a call and deliver his regular Fourth of July flag-waving address, which we applauded vigorously.

The governor of the Free State of Maryland remembered that "this novel program, combining sales training and recreation, indicates not only the progressiveness of the B. & O., but also that your railroad (and I was once on its payroll) recognizes its people not only as necessary parts in a big corporation, but as human beings."

Following this get-together, the group, wearing smart fishing caps donated by a fishing tackle manufacturer, boarded chartered fishing cruisers for seven hours of fishing in the blue waters of the Chesapeake.

The Salesman Speaks

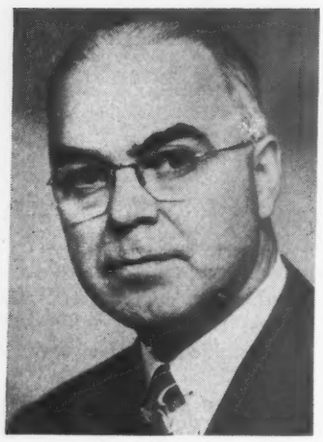
Each Saturday noon the groups left the bay reluctantly. But they wanted to talk. They had something they wanted to say, and they were "busting" to say it. They had their chance at the final "trophy award meeting" in the Celebrity room.

In these crisp sentences you'll find their reaction: "Most unusual and effective sales meeting ever held. . . . The visit and welcome to the general office makes us feel that we are a recognized and appreciated part of a progressive company. . . . The opportunity to meet and know our officials, and to become acquainted with fellow salesmen we have known only by name

or title has been very valuable and will give us a closer-knit, more effective sales force. . . . We are mindful of the interest our company takes in its salesmen. . . . We are determined to continue our sales efforts so that additional meetings of a similar nature may be held. . . . This is the best thing we have ever done; it has created a morale that is priceless."

Among other things, of course, these men caught "Chesapeake Bay fever" — and they will infect others. A new traffic-producing avenue has been opened; an avenue leading to group travel to Chesapeake Bay. This is no guess. Already, some of our salesmen have interested several groups in arranging fishing trips. We have had some good bites already — bites that indicate a pretty good catch.

We have found that the most effective way to "feed" education to our sales force is to mix it occasionally with recreation. This "Fishing For Sales" idea has been the most effective method of all. Mean learn fast when served a portion of fun with learning. Take the landlubber from Kansas City. He now leans to starboard, gazes out over the briny and says: "There goes a Chesapeake bugeye rounding Kent Island under jib, fores'l, mains'l and main tops'l, clewed aloft"!



Frank J. Rebhan

President-elect of the National Association of Shippers Advisory Boards

TRANSPORTATION OUTLOOK *Viewed* BY NATION'S SHIPPERS

National association of advisory boards discusses car supply and l.c.l. service—Clean-car campaign planned

Preservation of a free-enterprise transportation system keynoted activities at the thirteenth annual meeting of the National Association of Shippers Advisory Boards, held October 19 at the Jefferson Hotel in St. Louis, Mo. Donald V. Fraser, president of the Missouri-Kansas-Texas, and Interstate Commerce Commissioner J. Monroe Johnson were featured speakers at a luncheon sponsored jointly by the association and the Traffic Club of St. Louis.

"Partners in Distribution"

The association's president, Warner B. Shepherd, general traffic manager of the Aluminum Company of America, Pittsburgh, Pa., praised the constructive activities of the 13 regional boards which make up the national organization. During the past year, 43 regular board meetings were held, attended by about 16,000 shippers and others interested in transportation. National membership stands at 24,289.

Mr. Fraser described the relationship of the railroads and the shippers as a partnership in which it is the responsibility of the carrier to provide "a service that conforms to present-day demands." The Katy president cited the growth of the practice wherein the manufacturer carries the inventory for his customer — "a method that requires speed and dependability in freight handling." The difficulties confronting the railroads today, he stated, "will require new planning and bold treatment . . . possibly a departure in many respects — with legislation permitting — from the accepted procedures that have regulated the action of this partner for over half a century. Certainly they are such as to demand serious study by transportation experts, both in and out of the railroad industry."

The responsibility of the shipper partner, Mr. Fraser said, is — if he has determined that the railroads, as private, self-sustaining enterprises, are an asset to economic well-being — to lend full support to the industry. The immediate need is for more revenue through greater volume, he said, for "while rail rates have not kept abreast of the rise in prices generally, they are

dangerously near the point where further increases will tend to drive business to competing transportation agencies." There is, too, Mr. Fraser continued, a need for a better balance to the rate structure, a management problem that should be progressed "promptly and vigorously."

Mr. Fraser discussed the loss of high-revenue traffic to subsidized competition. "There is no question but what there has been a wavering in the loyalty of many shippers," Mr. Fraser declared, "who, figuratively speaking, do not care whether they transport their products by wheelbarrow or Diesel power so long as they can make an immediate saving of a few cents in freight charges. By using transportation service that could not be justified on a self-sustaining basis, these shippers are adding to their own tax burden, and withholding the support needed by the railroads to effect economies in operation which would permit lower freight charges . . . a short-sighted, ill-advised policy which proves to be most costly in the end." The railroad plant was built and expanded to take care of all transportation demands, Mr. Fraser told the shippers, and "an increase in the traffic load would provide the quickest means for lowering freight charges."

Car Program Criticized

Colonel Johnson stated that this nation is betting 30 to 40 billion dollars a year that we are going to have to go to war to preserve free enterprise. Car retirements, he said, must be matched by new car acquirements. There would be enough cars to handle all the peacetime business, in his opinion, "if the bad orders, particularly in the east, were not a disgrace to railroad management," but the present serviceable supply could only handle the 1947 business with the aid of wartime restrictions such as heavy-loading orders. Where would we be, he asked, with an unexpected war load of traffic? The Army and Navy would develop at least 20 per cent more traffic in another war than in the last, the speaker estimated, leaving little transportation for civilans. He reiterated his stand that the government should build cars and store them for purchase or lease in case they are needed.

Col. Johnson defended the proposals for a federal transportation department as the only way to avoid government ownership, citing the increasing growth of subsidies to competitive transportation, and the maldistribution of traffic between rail and highway carriers.

Frank J. Rebhan, vice-president of the association and traffic manager of the American Crystal Sugar Company, Denver, Colo., reported that freight car installations in the 12 months ending August 31 totaled 100,218, and that retirements totalled 82,728 in the same period. In July and August, however, retirements exceeded installations and the number of bad order cars increased. He expressed the opinion that new cars should equal retirements and that more attention should be given to cars awaiting repairs.

Car detention as a result of strikes, Mr. Rebhan reported, are not serious at this time, but the five-day week in industry is causing week-end detentions. It is too early, he surmised, to determine the effect of Saturday closings by the railroads, but he indicated that it is causing detention to l.c.l. cars over week-ends. The Pacific Northwest board reported a serious box car shortage.

Dirty Car Problem

Mr. Rebhan declared that the problem of dirty freight cars is most important, and should be approached along the same lines as the safety and loss and damage movements, but on a larger scale for quick results. He praised particularly the efforts of the Allegheny board and outlined its three-point program recommending (1) that the railroads issue instructions to assure that all dirty cars turned out by consignees are reported, (2) that the district manager's office of the Association of American Railroads devise a proper medium to check the policing of dirty cars and the notification of offenders by the carriers, and (3) that the car efficiency committees continue to cooperate with the A.A.R. and the railroads in contacting negligent unloaders. The board is taking photographs of outstanding cases and exhibiting them at car efficiency and executive committee meetings.

Mr. Rebhan directed attention to an article in *Railway Age* of August 14 titled "Multi-Million Dollar Bill for Car Cleaning" which points out that the railroads pay in excess of $60 million annually to remove debris from cars incompletely unloaded.

Irving M. Peters, traffic manager of Corn Products Refining Company, Chicago, general chairman of the national management committee, reported on the success of the 1949 "Perfect Shipping Campaign," during which 308 shipper-sponsored meetings were held in 201 cities, and attended by 34,110 persons. The number of meetings was 19.5 per cent greater than the year previous, 15.8 per cent more persons attended them, and they were held in 34 more cities than in 1948. Mr. Peters reported that 502,286 fewer loss and damage claims were filed in the first five months of 1949 than in the corresponding period a year ago, a reduction of 23 per cent. Claim payments during the first five months were down about $5 million, and the full improvement was more like $8 million, Mr. Peters said, because the suspense account was reduced by about $3 million. At the close of the first quarter of this year, 35 per cent fewer claims were on hand unsettled than in the corresponding 1948 quarter.

L.C.L. Service "On the Pan"

William H. Day, transportation manager of the Boston Chamber of Commerce, declared that l.c.l. service was fully as unsatisfactory today as it was a year ago. Small-lot buying, he said, places emphasis on dependable merchandise service. Daily wires to New England manufacturers now order that all future shipments move by truck, he said; if the railroads want this traffic, something will have to be done. "Service is worse now," he stated, "than it was two months ago, partly because of Saturday shutdowns of transfers." A motion by Mr. Day, that the association urge the carriers to re-establish a standard of l.c.l. service that will meet the requirements of business, was carried.

J. Carter Fort, vice-president and general counsel, A.A.R., discussed legislation which is likely to have

preferred handling at the next session of Congress. Of far-reaching importance to shippers and railroad men is the so-called basing point legislation, he said. Three bills are pending which would repeal the year-old Reed-Bulwinkle Act. Between 40 and 50 bills have been introduced calling for repeal of wartime taxes on transportation, and favorable action is likely to be taken if the pressure of shippers and travelers continues, he said.

Two union-supported bills, S.238 and H.R.378, which would impair railroad operations without making any contribution to safety, are still pending.

Freight Handling Research

James H. Aydelott, vice-president, Operations and Maintenance Department, A.A.R., declared that the railroads are continuing and intensifying their efforts to reduce freight loss and damage. He outlined extensive research involving freight car equipment and shipping containers; better training of all employees connected with freight handling; and the installation of improved platform equipment. More recently, men with manufacturing backgrounds have been added to the national loss and damage prevention staff, and they will advise railroads and assist shippers whose products have shown the most susceptibility to damage in transit, he said.

The A.A.R. vice-president described new freight car trucks which combine snubbers and improved springs designed to produce riding qualities nearly comparable to those of passenger cars. More than 70 per cent of all freight cars built since 1944, he stated, are equipped with trucks having some type of snubbing device.

Scientific testing of all new truck types will be an important part of the 1950 research program of the railroads.

Balancing Car Distribution

A. H. Gass, chairman of the Car Service Division of the A.A.R., stated that, as of September 1, there was about the most equitable distribution of cars through the country that is attainable. Since that time box car loadings have increased, while total loadings have gone 'way down. "It is expected that the balance of cars which was in effect on September 1 will be restored quickly," he said. With respect to the acquisition of new cars, Mr. Gass stated that the problem was to get just enough cars so that the roads will be adequately equipped, but not so many that they will be subject to criticism of over-expansion of plant as they were for their depression car surplus.

"Big Government" the Enemy

George H. Shafer, general traffic manager, Weyerhaeuser Sales Company, St. Paul, Minn., declared that there must be a greater appreciation of the "free enterprise system" by the people who are its beneficiaries if the system is to survive. "In my opinion," Mr. Shafer said, "Big Government, not Big Business, or the 'special interests' or even communism, is the greatest enemy of the people today." Mr. Shafer said that the Antitrust Division of the Department of Justice, which "seems to be engaged in a crusade" against "bigness," should remember "the extent to which the government found it necessary to rely upon large industrial units—the product of free enterprise—during World War II."

The following resolutions were passed:

That the association recommends the creation of an educational program, including designation of September as "Clean Car Month," and the printing and distribution of appropriate literature and a placard for placement in each outbound load calling the receiver's attention to the need for removing all debris from the car before releasing it.

That all parties of interest renew and expand their freight claim preventive efforts, including Perfect Shipping Month, in the interest of further minimizing the unnecessary waste involved.

That consideration be given to securing speakers at future regional board meetings to apprise shippers of burdensome, costly and wasteful working rules or legislation heretofore imposed or hereafter threatened to be imposed upon the rail carriers.

That a committee be created, with representation from each board, to study existing board forecasting procedure and report its findings and recommendations at the next annual meeting.

That the railroads be strongly urged to increase their car building program and vigorously expand their present car repair schedules.

That the meeting recommend to individual boards that car efficiency committees be reactivated and revitalized.

That the meeting recommend to regional board chairmen that their membership make known to their congressmen their opposition to so-called "safety" bills — S.238 and H.R.378.

New Officers Elected

Mr. Rebhan was elected president of the national association for the ensuing year. Named as vice-presidents were Frank J. Armstrong, traffic manager of the United States Radiator Corporation, Detroit, Mich., and Frank H. Cross, division traffic manager, General Mills, Inc., Oklahoma City, Okla. Arthur P. Little, general traffic manager of the Dennison Manufacturing Company, Framingham, Mass., was elected secretary.

Railroads are the principal means of transportation in the United States today and I am sincerely of the opinion that their ills should be cured. It is my opinion that private ownership and operation will continue to be in the public interest. . . . The railroads have been placed in a straitjacket by legislation. Between rates and taxes and social legislation they find themselves especially in times of stress totally unable to meet all expenses and still furnish adequate service. Their competitors —buses, trucks and waterways—have been subsidized and the railroads have been taxed to meet the subsidy. . . . American railroads are the most efficiently operated in the world. . . . Water transportation, buses and trucks and air transportation must be equitably treated in conjunction with rails. Every one of them is essential to the country, both for peacetime use and for national defense. . . . The railroads are our greatest and most necessary carriers. Their problems must, and I am sure they will be solved. Financiers, labor, railroad management, shippers and the national government must meet on common ground and wholeheartedly work out a solution.

—From a radio address on March 4, 1938, by the then Senator Harry S. Truman and quoted by Mr. Fraser.

THE PUBLIC'S STAKE IN RESTRAINING UNION MONOPOLIES

In a mass-production economy such as ours, large accumulations of industrial power are essential. Therefore, certain concentrations of labor power are necessary if there is to be equality at the bargaining table. The problem is to establish restraints on the exercise of power in such manner that the basic structure of our incentive system of competitive enterprise will not be damaged. . . .

Realism requires that we modify our claim that we have a free economy whose course is determined by competitive forces. Prices, quality, production and plant improvements are, in many instances, significantly affected by the degree of wisdom, integrity and concern for the public interest exercised by potent labor leaders. The ability to materially affect conditions in strategic industries, such, for example, as transportation, steel and coal, places some union leaders in positions of strategic importance with respect to the course of our whole economy.

Patience Not the Answer

The concentration of economic power in the hands of labor leaders who are not responsible to the public and who are subject to little restraint by law is an extremely important development in our industrial life. I believe that we cannot safely accept this modification of our free economy in the hope that with the passage of time, the accumulation of experience, and the sobering effect of responsibility, this power will be tempered by benevolence and wisdom. All human experience discourages such belief. It teaches us that power is corrosive.

Union organizations seem to pass through three stages—(1) the chaotic period of organization; (2) the period of stabilization and cooperation with management; and (3) the period of entrenchment and self-perpetuation by a powerful leadership. It is in this last stage that the corrosive effect of power makes itself felt. If this country is to have a controlled economy in spite of the many disastrous examples which should steer us away from that course, let our economy be controlled at least by leaders who are responsible to all of us, and not by those who represent special interests and who are responsible only to a small segment of the people.

As a result of their ability to shut down strategic industries and to impose uniform conditions upon an entire competitive field, labor leaders can exert compelling economic pressure on all of the public, as well as on individual employers. The pressure brought to bear on the public is often more effective in gaining labor's objectives than would be the case if it were applied only to specific employers. The force of public opinion here comes into play. Alert labor leaders are thoroughly aware of this and they play the game accordingly. If the effects of a threatened steel strike could be confined only to the steel industry, many persons—workers and stockholders—would be injured; but their percentage of the whole public would not be great. But the effects of a steel strike cannot be so confined and, in fact, the effects will be felt by practically everyone. Individually, and collectively as a nation, such a result cannot be ignored.

It follows, therefore, that most labor demands and the frequent result of unsatisfied demands—strikes—are, in effect, imposed on the public. The demands of organized labor, which have been mounting each year, are buttressed by so much economic power that employers have seldom refused some concessions. Each year, wages, costs and prices have gone up. A depression might curb this progression, but a depression is an exhorbitant price to pay for something which intelligence and courage should enable us to avert. Furthermore, the power of organized labor will be exerted to maintain monetary wage rates even when prices are falling and, as a result, real wages are rising. This will accentuate unemployment and retard recovery from the depression. . . .

Legislative Remedies

The best time to arrest decay is at the beginning. We must not drift into a static economy with a growing population. If we should permit this, it must result in a lowering of our standards of living. With no larger pie to share, and more with whom to share it, this is inevitable. We have already met the challenge of concentrations of financial and industrial power. It would be a pity to default to a concentration of similar economic power in the hands of labor leaders. New legislation is needed now. . . .

The legislative prohibition of specific restrictive and uneconomical labor practices is relatively easy to draft and will not interfere with labor's legitimate aims. It will free many industries to make available to the public the full benefit of technological improvements. Many costs, now sustained artificially by enforced waste, will fall. Many prices will be reduced. Some new industries will become practicable. . . .

The curbing of labor's power by restricting that power itself is a more difficult problem. The principal suggestions for such legislation have been along the lines of strengthening and expanding our antitrust laws to treat labor unions and industry alike. . . . The extension of the antitrust laws to industry and labor alike has an appeal to logic. It seems only fair and proper to treat all types of economic concentrations alike. We have learned from the experience of England that labor restrictions on competition can do just as much injury to the public as industry restrictions. At the same time, I believe in collective bargaining. Every union engaged in that activity restrains and, in fact, eliminates competition among some individual workers. A return to complete freedom of competition among workmen would destroy all unions. Such a backward step should not be considered. While we seem to have made some exceptions for labor in our thinking about restraints of competition, today competition on the labor side of our economic table is nonexistent. About the only labor competition we now have is the struggle of unions for extensions of their jurisdictions and the competition among leaders for prestige. . . .

Any reasonable inclusion of labor unions within the scope of the antitrust laws will destroy industry-wide bargaining and will, at least, reduce the authority of the large international industrial unions. Those will be desirable results if industrial and labor power are to be fairly balanced and a reasonably free play of economic forces assured.

Abstracted from a statement by Admiral Ben Moreell, chairman of the board of directors and president of Jones & Laughlin Steel Corp., to the Senate committee on banking and currency.

The cab signal in each Diesel-electric locomotive displays aspects faced to the engineman, and also to the fireman's side of the cab

Rock Island Adapts Signaling to Traffic

The Chicago, Rock Island & Pacific has recently installed centralized traffic control on the 153-mi. line between Muscatine, Iowa, and Allerton, which marks the completion of a series of extensive projects of modern signaling on its entire route of 1,137 miles between Chicago and Dallas. On various sections of this route, different forms of signaling have been installed, each specially adapted to double track or single track and to the volume of traffic handled, looking to safety of train operation, increased track capacity and savings in train time.

In the Chicago Terminal area between LaSalle Street station and Blue Island, 15.7 mi., the C.R.I.&P. has four or more main tracks which are signaled. Road freight trains arrive at and depart from a yard at Blue Island, Ill., and the signaling program for the past few years was started at Blue Island.

Normally, eighteen through passenger trains are operated on the entire 181 mi. of double track between Chicago and Rock Island, Ill. Also, four "Rockets," operated between Chicago and Peoria, Ill., use the main line for 114 mi. between Chicago and Bureau, Ill. In addition, 24 local suburban passenger trains are operated daily between Chicago and Joliet, Ill., 40 mi. The schedules include 20 through freight trains daily in addition to a local, and extra freights are operated as required. Thus, on the average, a total of about 95 to 100 trains are handled daily on the 25 mi. between Blue Island and Joliet; about 50 trains on the 74 mi. between Joliet and Bureau, and 45 or more on the 67 mi. between Bureau and Rock Island. The difficulties of operation are increased because trains are bunched during certain hours. For example, as many as 12 trains are operated eastward between Joliet and Blue Island between 6 a.m. and 8 a.m.

Signaling According to Traffic

The signaling installed in recent years on different portions of this division has been "tailored" to meet the needs of the traffic. The entire 165 mi. of double-track main line between Blue Island and Rock Island is equipped with a most modern form of automatic block signaling, including not only color-light wayside signals, but also signals in the cabs of the locomotives which, with the wayside signals, are controlled by modern coded track circuits.

On some sections of this division there is a preponderance of traffic in one direction or the other during certain periods of each day. In order to increase the capacity of the two main tracks in these sections, both tracks are signaled for train movements in both directions under centralized traffic control. With this system, faster trains can be diverted to the parallel track to run around slower ones, with the result that all trains are kept in motion at normal speed, rather than delaying freight trains on sidings.

This arrangement of both-direction signaling on both tracks, with C.T.C., is in service on 46 mi. between Blue Island and Morris; 13 mi. between Spring Valley and Bureau; and 24.4 mi. between Atkinson and Silvis yard, near Rock Island. This system has proved to be

Cab signaling, centralized traffic control and straight automatic block installed as required by train density on the various sections of that road's 1,137-mi. route between Chicago and Dallas

highly successful in keeping trains moving and thus obviating delays.

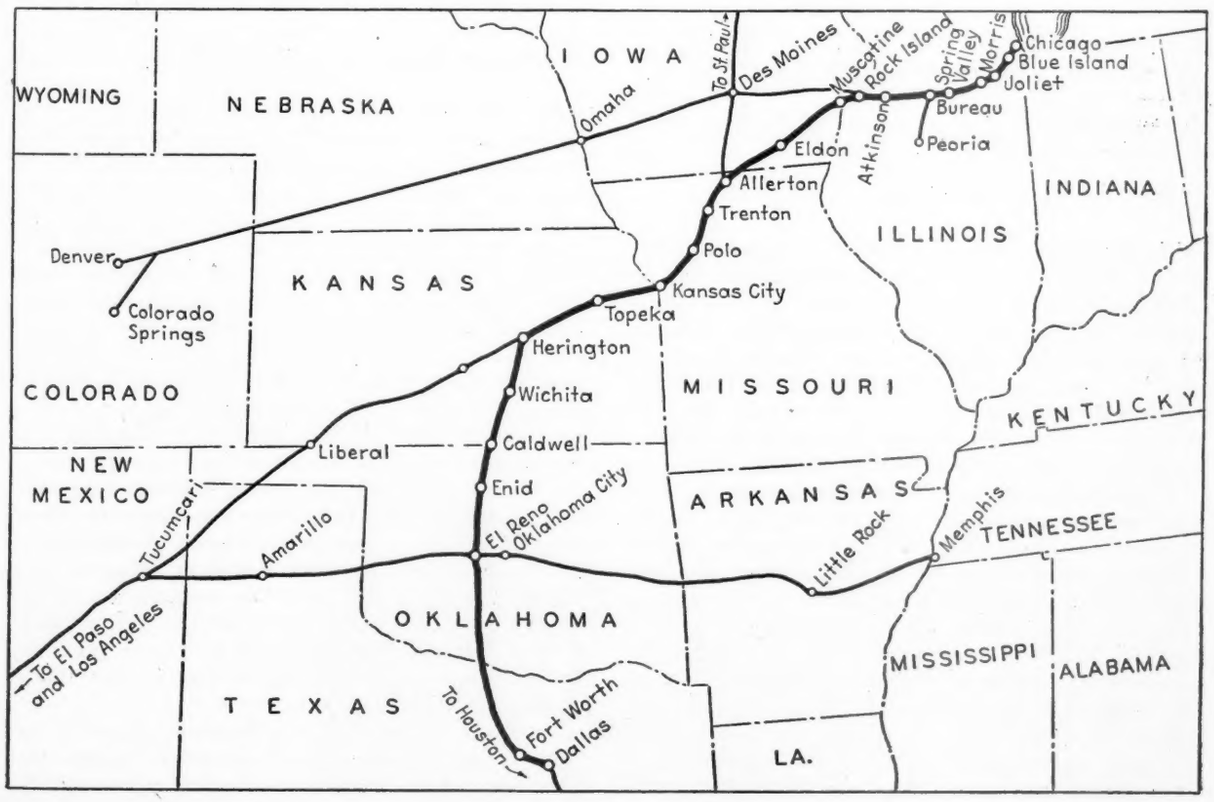
Heavy Traffic, Single-Track C.T.C.

The main line is double track with automatic block signaling 29 mi. between Rock Island and Muscatine, Iowa. The 153 mi. of single track between Muscatine and Allerton, Iowa, is the section where centralized traffic control was recently completed. Since 1910, this latter territory had been equipped with automatic block signaling, the siding switches being operated by hand-throw stands. Train movements were authorized by timetable and train orders. Extensive line changes have been under construction in this territory during the past several years and, therefore, the change-over from automatic block to centralized traffic control was deferred until these track changes, as well as extensions of sidings, were completed. The final result is an effective combination of long sidings properly located on a time-distance basis, and with power switches and signals at the sidings controlled by the dispatcher under the C.T.C. system. Thus, insofar as track, sidings, and modern signaling can make it, this single-track territory is adequately equipped to handle heavy traffic efficiently.

At Allerton there is a junction with a line north through Des Moines to St. Paul, Minn., and Minneapolis. The traffic to and from this line, added to that on the through Chicago-Kansas City line, makes a total of 12 scheduled passenger trains and a considerable number of freight trains on the territory between Allerton and Kansas City. Double track extends from Allerton to Clio, 7 mi.; single track from Clio to Tindall, 38 mi.; double track, Tindall to Shearwood; and single track, Shearwood to Polo. Centralized traffic control has been in service in this territory for several years.

From Polo westward through Kansas City, and Topeka, Kan., to Herington, Kan., 201 mi., the Rock Island operates over double track or alternate routes, all of which are equipped with automatic block and some of which also have C.T.C. From Herington, one single-track line extends southwest on the "Golden State route" to Tucumcari, N. M., connecting through El Paso, Tex., with the Southern Pacific to California. A second

Map showing the Rock Island route of 1,137 mi. between Chicago and Dallas



Signals at a typical power-siding switch in single-track C.T.C. territory

single-track line, which is the subject of discussion to follow, extends south from Herington through Wichita, El Reno and Fort Worth to Dallas, 577 mi., on which the installation of modern systems of signaling were completed last year.

C.T.C. for 15 to 20 Trains

The modern signaling which the Rock Island installed on the 231 mi. between Herington and El Reno is an example of getting the greatest benefits to train operation for the least practicable expenditure by planning and installing centralized traffic control properly adaptable for 15 to 20 trains daily on single track. The factor which made it possible to justify centralized traffic control with all its benefits was the decision to discontinue use of about every other siding for passing trains.

Train movements were previously authorized by timetable and train orders, no block signaling being in service, and the siding switches were operated by conventional hand-throw stands. The sidings previously used for the passing of trains were about 4 mi. to 4.5 mi. apart. Experience which the Rock Island had accumulated on other divisions proved that C.T.C. permits trains to be handled satisfactorily with fewer sidings. Accordingly, on the Herington-El Reno C.T.C. project, power switch machines and signals controlled by the dispatcher were installed at only 19 of 34 sidings. These power sidings are spaced 9 to 12 mi. Some of the intervening sidings were removed and the remainder were left in place until experience through a few seasons of peak traffic determines whether some should be equipped for C.T.C. Up to now, the train operation has been satisfactory, with as many as 25 trains daily. Therefore, the remaining unused sidings will gradually be removed, except where needed for house tracks or other purposes. This 231-mi. of single-track C.T.C. handling 16 to 20 trains daily, is controlled by one machine operated by the dispatcher at Caldwell, Kan., at the midpoint in this territory.

Economy was effected, also, by using a minimum of intermediate signals, according to the requirements of longer time intervals between following trains. This project includes the application of a new control arrangement known as a normally de-energized coded track circuit, by means of which the train occupancy controls are effected exclusively by track circuits, thus eliminating the line wires required in conventional systems. Furthermore, the track circuits in a typical station-to-station block are energized under control of the dispatcher, only when a train is to be run in that block. Accordingly, it is practicable to operate the track circuits and intermediate signals from primary battery, thereby obviating a two-wire a.c. power distribution circuit.

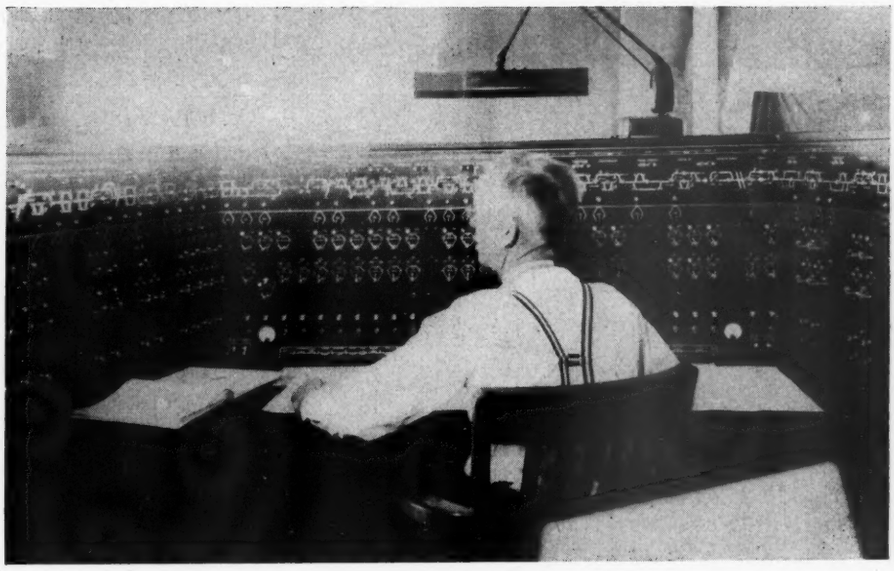
Only one two-wire line circuit—for the C.T.C. control from the dispatcher's office—is required. Thus, by using ingenuity and modern equipment, the Rock Island was able to justify and install centralized traffic control, and thereby secure the benefits of power switches and train operation by signal indication. On the north half of the Herington-El Reno division, the 123 mi. north of Caldwell, where the C.T.C. was completed first, the average running time of "red ball" freights was reduced one hour, and that of slower freights two hours.

Automatic Block for Light Traffic

The Herington-Dallas line connects at El Reno with an east-and-west Rock Island route extending from Memphis west through Little Rock, Oklahoma City, El Reno and Amarillo, to Tucumcari, where it connects with the "Golden State route." On account of the interchange at El Reno, the traffic on the line between Herington and El Reno is heavier than on the line south from El Reno to Fort Worth, where six passenger trains and a considerable number of freight trains are operated daily. Thus, on this single-track line, the management, for the present, decided to forego the benefits of C.T.C. and to limit the expenditure to that required for the simplest form of automatic block signaling that would give complete track-circuit protection.

A study indicated that, under normal conditions, through freight trains in the same direction were spaced from 30 min. to an hour or more apart. Accordingly, a decision was made to adopt a form of siding-to-siding signaling in which there would be no provision for following train movements in a siding-to-siding block. From the standpoint of reduced first cost, one advantage is that fewer signals are required than in conventional single-track automatic block.

In this Rock Island project, the station-departure signals display only two aspects—green to indicate that the block is clear to the next siding, or red to stop. No



With this machine the dispatcher at Caldwell, Kan., controls C.T.C. on 231 mi. of single track between Herington, Kan., and El Reno, Okla.

intermediate signals are used in a station-to-station block, other than the two required as distant signaling in approach to the station-entering signals. By means of a new application of coded track circuits fostered by the signal engineer of the Rock Island, so-called "slow codes" "chase" each other, first in one direction and then the other, throughout a siding-to-siding block, and thereby control the two-aspect automatic block system without the need for wayside line control circuits as used in conventional automatic block. Thus, by an application of ingenuity to provide a signal system at a very low cost, the Rock Island was able to justify economically the installation of a form of automatic block signaling adaptable to protection requirements on this 213 mi. of line which handles relatively light traffic, as compared with other parts of the railroad.

The 33 mi. of single track between Fort Worth and Dallas handles rather heavy traffic. Accordingly, centralized traffic control was installed in this territory, completing the modern signaling installed on the various sections of the 1,137 mi. line from Chicago. A recapitulation shows that the Rock Island has carefully adapted signaling to requirements, having spent relatively large sums for complete C.T.C. in both directions on both tracks, with coded cab signaling, on heavy-traffic territory; complete C.T.C. on heavy-traffic signal-track, as between Muscatine and Polo; a somewhat modified system of C.T.C., with fewer sidings equipped, in the 15-to-20-train-daily division from Herington to El Reno; and a simple application of automatic block on the lighter-traffic section between El Reno and Fort Worth.

The planning and engineering, as well as the field construction, involved in all the signaling projects discussed in this article, were handled by the signal forces of the Rock Island, the major items of signaling equipment being manufactured by the Union Switch & Signal Co.

Signals at end of siding in single-track automatic block territory in Texas

By CURTIS M. HUTCHINS
President
Bangor & Aroostook

Let's Look at COMPETITION Realistically

[This article is an abstract of a portion of a provocative address at a recent meeting of the New England Railroad Club. Not everyone in the railroad industry will agree 100 per cent with all that Mr. Hutchins says, but Railway Age *hopes his forthright statement of his challenging views will stimulate thought and evoke discussion.—*EDITOR]

It is becoming apparent that not only on car supply but on a good many transportation matters the railroads must stick together as a unit, or they will all hang separately. Too long, I think, have we viewed common problems only as to their effect on an individual line. If we are going to maintain the railroads' position in the transportation field, it is going to take all of our combined brains and energy, together with the best and cheapest service we can make available.

To do that, we must let individual chips fall as they may and work as closely as we can to achieve an ideal operation, working as if we were one railroad system as far as our operations and service are concerned. . . . Whether we like it or not, the outlook for railroad transportation is poor. To meet our competition in a good many places our rates are too high; our service is not fast enough; our equipment is bad and much of it is old.

It seems to me that the railroad industry does not realize that we have moved from a sellers' market into a buyers' market for transportation. Up to this point we have had business enough from the postwar upturn in general volume to be a little bit complacent about it. Any decline in traffic volume is going to point up this shift rapidly.

Deadly Competition

The railroad industry as such is right now at the point of decision as to whether to crawl into its shell by reducing service to meet reduced volume or whether to go out aggressively after the business and correct the basic weaknesses of railroads versus other types of tranportation.

It is of course unfortunate that railroads are regulated as if they are a monopoly without, on the other hand, receiving the benefits that accrue to any monopolistic situation. It is fine to cry for rates which will yield us a six per cent return on our investment, but we all know basically that our rate structure now is too high to meet competition and that any further increase will cost us business. Whether we like it or not, the competition we are facing from the trucking and air line industries is deadly.

Let's look at it from the point of view of any individual shipper. What can the railroads give him that the other boys cannot give, and in most cases, give it to him cheaper? By and large, truck transportation is as cheap, is certainly faster, and has better and more flexible equipment than we have. Our one advantage over them is in being able to handle large tonnage movements, because the highways are not big enough to accommodate all of the trucks it would take to do the job. That puts a premium on our side, on the fact that we have got a lot of rolling stock, but it seems to me it is a slight reed to lean on to support our entire industry.

Our passenger business is caught between the millstones of cheap-to-operate buses and private cars on the one hand, and the faster and only slightly more expensive plane travel on the other.

I think too much of the philosophy in thinking of railroad people is based on surprise and irritation at the building up of these types of transportation, with too little realization that they are doing a better job for the customer than we do. I do not think we have followed academically closely enough the changing trend in transportation which began during the depression of the Thirties when the pressure for pinching pennies brought truck competition to us with a lot poorer roads and with poorer equipment than they now have. In part the growth of this form of transportation was interrupted in the war years when gasoline and rubber were hard to get. The competition began immediately the war was over but it was in part, at least, hidden from sight by the large postwar volume of goods to be moved. While the railroads were making good money, we could afford to ignore these competitors. Again I say that now that volume for various reasons is beginning to fall off, the deadliness of this competition is staring us in the face.

Let's . . . See What We Can Do About It"

I agree that what I have said is oversimplifying the problem, but I do insist that the problem is no less real and no less critical. Of course a lot of railroad people realize this, but if we believe what we see in the papers, and public utterances, we must believe that our official reaction is either (1) that trucks and air lines should not be allowed because they are being subsidized by the people and that we should be given some sort of compensating crutch; or (2) that the shippers and public should recognize the importance of the railroad indus-

try to the country in wartime and that the country was founded upon the expansion of rail transportation and that therefore they should continue to patronize the railroads; or (3) that failure to use the rails to such an extent that the railroad industry may be kept healthy is a threat to capitalism and that, contrariwise, it is placing us in the hands of communism.

I cannot believe that this is really our attitude. Let's look at these factors and realistically say that the trucks are here and the roads are here. The public wants them. It will support expensive turnpikes and we might just as well admit that they are here to stay. Let's admit that the country realizes the magnificent job the railroads did during the war and that the public is thankful, but let's also realize that this gratitude won't go so far as to save us any transportation if the other guy can do it cheaper and better. Let us understand that if we have another war, the country will arrange to get the goods moved one way or another, even with the railroads in a decrepit condition. And lastly, let's realize that even if the railroads as a form of industry go "busted" that alone won't move us from capitalism into some other condition which we all call "communism." It seems to me that to take any other attitude is putting our heads into the sand like the ostrich.

Let's look the transportation problem in the face and see what we can do about it. After all, types of competition are few and relatively simple. The problems they give rise to are not simple, but they are attackable. Of first and prime importance to any industry is how much is its product going to cost the customer? Again, let's face the facts that in a good many instances railroad rates are too high and let's get them adjusted fast before the other fellow gets the business. We have all made some progress along this line, but I think we have got to move faster and keep in closer touch with our individual shippers so that we get the job done quick enough to keep the business we now have.

Speed and Service At Any Cost

A second factor is service. Many railroad people say that dependability of service is more important than speed, which is no doubt true of a percentage of our business, but I think that individual customers will tell you that it is a small percentage, that truck competition is reasonably dependable and gives vastly more speed. After all, I don't think that taking as many hours as we take to get a carload of potatoes from the middle of Aroostook county, Maine, to the Boston or New York markets—with about 50 per cent of that time waiting periods at junction points—I don't think that is modern transportation; and what goes for our potatoes goes for all the other commodities. To speed this service up will take a lot of study and a lot of money. In my opinion, it must be done, with the cards falling expense-wise wherever they fall.

Another factor in competition is cars. We must have enough of them and we have got to have the right kind of equipment. Our competitors can build special equipment for special purposes reasonably cheaply. If that is what it takes, then our fleet of cars of all kinds must be modernized. I feel we should at least tackle the problem and not take the attitude: "Here's what we have got—go ahead and use it." Modernization obviously is going to take a lot of time, a lot of money and a lot of engineering know-how, but that is one way to get the business we want. We made a small start at it with pulpwood cars which were specially designed for pulpwood movement and saved our customers a vast amount of money. We can all think of a lot of situations where traffic might be handled in a better way by specialized equipment. I don't have to point out that we must have a supply of cars when the customer wants them.

I agree that we should be active in seeing that our competitors live up to regulations now imposed on them and that we should see that regulations be fair and equitable as between different types of transportation. I certainly agree that we must operate railroads on a minimum outgo of dollars and cents, but I do say that along with that we must not reduce our services to the point where the reduction will cost us business. I believe that this competition can be met and the only way to do it is to take this type of positive approach. Above all, we must continue to make progress along the line of cooperation and coordination among railroads, which for too long have looked upon each other as competitors and for too short a time as partners in the same transportation deal.

PLAIN OR ROLLER BEARINGS?

(*Continued from page* 37)

of the plain-bearing car, will eliminate the necessity for so much slack and consequent damage to the car and lading.

A smaller number of roller-bearing than of plain-bearing cars would be required to do the same work, because of less out-of-service time. In some types of car movements the reduced maintenance required by roller bearings would permit one additional revenue trip.

It is usual in cold weather to make reductions in tonnage rating. Some climatic conditions even require running separately a small group of cars to loosen the plain bearings before a complete train can be made up and dispatched. Since the frictional characteristics of roller bearings are little affected by such temperature variations it is expected that no tonnage-rating reduction or similar operational difficulties will be experienced with roller-bearing cars.

During the first quarter of 1949 there were about 53 per cent of all home cars on owner's lines. It would be only natural for a railroad to first apply roller bearings to cars which will remain on its own lines or in routed interchange service. Such cars are now in operation on numerous manifest and symbol trains as well as in assigned service in coal and ore movements.

A railroad does not have an incentive for applying roller-bearing journals when those cars would be off their lines most of the time. The present per diem rates on such cars in interchange service offer no inducement for increased investment in a better freight car.

GENERAL NEWS

Few Transport Bills Enacted by Congress

Important measures left as "unfinished business"

Transportation legislation enacted during the Eighty-first Congress' first session, which was adjourned "sine die" on October 19, was of a minor nature, the proposals of principal interest to the railroads having been left as "unfinished business." Since it will be the same Congress which returns for its second session on January 3, 1950, all bills pending at various stages short of final enactment remain alive.

These pending proposals include the so-called "radio-rules" bill which would broaden the Interstate Commerce Act's section 25, which now contains provisions of the so-called Signal Inspection Act, to give the Interstate Commerce Commission authority over installations of radio and other train-communication systems, and over train-operating rules in connection with such installations and installations of signaling devices over which the commission already has authority under the present law. The rules authority on this basis represents a toned-down version of the bill, H.R. 378, which the House committee on interstate and foreign commerce voted to report favorably to the House, although the filing of the report has been delayed until the next session.

The bill is sponsored by that committee's chairman, Representative Crosser, Democrat of Ohio, and the rules provisions of the original version would have given the commission authority over all railroad operating rules. The I.C.C. recommended the toned-down version, thus modifying its earlier endorsement of the original version, which was supported by railroad labor organizations as a "safety" measure. Labeling the proposal as a "make-work" bill, representatives of railroad management said that no such legislation should be enacted, although they conceded that the toned-down version was less objectionable. Similar legislation is also proposed in a pending Senate bill, S. 238, introduced by the chairman of that body's committee on interstate and foreign commerce, Senator Johnson, Democrat of Colorado. The Senate committee has not yet acted on this bill.

Also left pending were resolutions to approve the United States-Canada agreement for the construction of the proposed St. Lawrence seaway, which has been vigorously opposed by the railroads. On the other hand there was no action at the session on an important measure which the railroads favored, i.e., proposed legislation to legalize the absorption of freight charges by sellers undertaking to reach distant markets. This proposal is designed to eliminate the confusion which has resulted from the Supreme Court's April 26, 1948, decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing. Neither was there any action on various bills to repeal or reduce the taxes on amounts paid for the transportation of passengers and property. Repeal of the freight tax was recommended by President Truman in his Midyear Economic Report which was submitted to Congress on July 11.

Interstate Commerce Act Amended

Among the legislation enacted at the session was a so-called omnibus act which made several "non-controversial" amendments to the Interstate Commerce Act, as recommended by the I.C.C. in its recent annual reports. Among the amendments is one which gives the commission authority to require reports from, and inspect records of, carrier associations, such as the Association of American Railroads, the American Short Line Railroad Association, and American Trucking Associations. Among the others are those which give the commission authority to prescribe rules for extension of credit by express companies; eliminate the requirement that a public hearing be held in all merger and acquisition cases where rail carriers are involved; apply the act's consolidation and issuance-of-securities provisions to sleeping-car companies; and except from the consolidation provisions street or interurban railways not controlled by a carrier which is part of the "general steam railroad system."

Another act of the session made the time limits, within which court actions may be brought by or against carriers for recovery of undercharges or overcharges, uniformly two years as to all types of carriers subject to the Interstate Commerce Act. The two-year limits already applied with respect to railroads, so the changes affected the limits for

Interior of the Pennsylvania's new passenger station at Burlington, N. J., recently completed at a cost of over $40,000. The station, located on the north side of the track between Ellis street and state highway S-25, is 50 ft. long and 16 ft. wide. Two of the sidewalls are almost completely formed by windows. Inside as well as out the station walls are of light tapestry gray brick with lighter trim. The foundations are concrete and the rafters of timber, while the over-hanging shelter roof is covered with asphalt tile

actions by or against motor carriers, water carriers and freight forwarders. Still another I.C. act amendment modified Part II to provide that where affected states do not assign members to sit on joint boards in motor carrier cases, the members who are present may proceed with a hearing and make recommendations to the commission.

Final Congressional action was completed during the session's closing days on a bill, H.R. 5856, embodying amendments to the Fair Labor Standards Act, including one which raises the statutory minimum wage from 40 cents per hour to 75 cents. Railroads are subject to the act's wage provisions but exempt from the maximum-hours provisions. The new amendments would not change that exemption. Another late action of the Congress was passage of a bill to authorize President Truman to enter an agreement with Canada for a "location survey" for a railroad from Prince George, B. C., to Fairbanks, Alaska. These two bills were signed by President Truman this week.

Governmental Reorganization

Earlier in the session came the legislation which authorizes the President to reorganize agencies of the federal government—without exemptions for any agencies. Among reorganization plans thus far consummated under the granted authority was one which placed the Bureau of Public Roads in the Department of Commerce. The bureau (then the Public Roads Administration) had been part of the Federal Works Agency, which in turn has become part of General Services Administration. The latter, set up under legislation enacted last June, also took over the Bureau of Supply from the Treasury Department and thus got that bureau's Central Traffic Service Division, which performs most of the government's traffic-management functions, other than those of the armed forces.

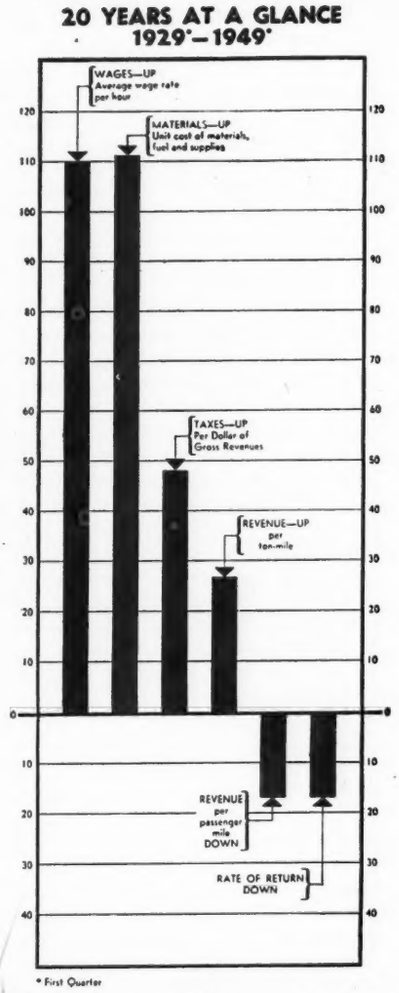
These shifts were in line with recommendations made by the so-called Hoover Commission, i.e., the Commission on Organization of the Executive Branch of the Government, headed by former President Herbert Hoover. During the course of the session, Congress received from the Hoover Commission several reports, some of them dealing with regulatory agencies and other activities of the government in the field of transport. In framing reorganization plans, President Truman is expected to be guided by these reports. Meanwhile, however, he has asked Secretory of Commerce Sawyer to make a survey of the government's transportation policies and programs with a view to rendering by December 1 a report outlining "major policy issues which need to be resolved . . . in order to achieve maximum effectiveness and consistency of federal programs in the transportation field."

A transportation study is also being made by a subcommittee of the Senate committee on interstate and foreign commerce. The subcommittee is headed by Senator Myers, Democrat of Pennsylvania, who reported on October 6 that the inquiry was at the "evaluation" stage, the "fact-gathering" phase having been completed. The similar inquiry launched by the House committee on interstate and foreign commerce sometime ago seems to have been dormant during the present session.

Appropriations

In addition to the legislation mentioned above, Congress passed the usual appropriation bills, providing funds for the I.C.C., National Mediation Board, Railroad Retirement Board, and for the rivers and harbors work of the Army's Corps of Engineers. The rivers and harbors authorization bill, i. e., the measure which would qualify additional projects for appropriations, was among those left pending. Also deferred until next session at least was proposed legislation to increase the authorized capital stock of the government-owned Inland Waterways Corporation, operator of the Federal Barge Lines. Among appropriations made at the session, however, was one of $1,000,000 for purchase by the Department of Commerce of the remaining stock which I.W.C. is now authorized to issue.

The session ended without action by the Senate interstate commerce committee on President Truman's nomination of James E. Friend for an assistant directorship in the Bureau of Locomotive Inspection, I.C.C. The nominee, recommended by the I.C.C., is opposed by the engine-service brotherhoods. There is also a vacancy on the Railroad Retirement Board, the term of railroad labor's representative, Julius G. Luhrsen, having expired on August 29. No nomination for this position has been submitted to the Senate by President Truman.



This chart, reproduced from the latest edition of the Association of American Railroads' booklet "You and Your Railroads," shows the sharp percentage increases between the first quarters of 1929 and 1949 in railroad employee wages (up 110 per cent); in cost of railroad materials, fuel and supplies (up 111 per cent), and in railroad taxes per dollar of gross revenue (up 48 per cent). It also shows that, between the same two periods, railroad revenue per ton-mile increased only 27 per cent, while revenue per passenger-mile and rate of return both decreased by 17 per cent

Orders Cut in Rates On Wool and Mohair

Patterson says I.C.C. majority "whittles away" rail revenues

General reductions in freight rates on wool and mohair are ordered by the Interstate Commerce Commission in a decision which drew from Commissioner Patterson an expression of his view that the commission, after having admonished the railroads many times "to adopt all legitimate means to increase and conserve their revenues," here requires a cut in rates on a commodity of "high grade and value" and thus "whittles away some of the carriers' revenues." The principal finding of the commission's majority calls for a reduction of 5 per cent in present carload rates on wool and mohair in the grease, in bags or bales, from and to points in western territory (excluding westbound rates from interior points to Pacific coast terminals), and from points in western territory to points in Official territory.

This reduction will apply in connection with a minimum weight of 24,000 lb., and the finding further provides for still lower rates in connection with higher minimum weights as follows: 30,000 lb., 90 per cent of the prescribed 24,000-lb. rates; 40,000 lb., 80 per cent of the 24,000-lb. rate. Another finding determines that the wool and mohair rates from points in Arizona to southern California ports are unreasonable and unduly prejudicial to Arizona wool and shippers thereof and unduly preferential of wool from Utah, Nevada, and California and shippers thereof; and it requires that the Arizona rates be reduced to 55 per

cent of the first-class rates concurrently applicable from and to the same points—minimum weight 24,000 lb. Examples of present Arizona rates given in the report indicate that some of them are as high as 65 to 73 per cent of first class.

"Scatter-Gun Finding"

While Commissioner Patterson's separate expression, to which Commissioners Miller and Rogers subscribed, was labeled "concurring-in-part," it was sharply critical of these principal findings of the majority. Mr. Patterson asserted that present rates on wool and mohair "on the whole, are less than reasonable maxima," and he called the requirement that the reductions be applied to these present rates a "scatter-gun finding" which is "indefensible," because it affects "all rates, just as they are, regardless of their basis or level."

"It constitutes," Mr. Patterson continued, "an abrogation by the commission of its duty, which is implicit in the power to prescribe just and reasonable rates, to determine the standards against which such justness and reasonableness shall be measured. Furthermore, by requiring the indiscriminate uniform reduction of all rates, including those which have been voluntarily reduced by the respondents for competitive reasons, the majority serves notice upon the carriers that they make voluntary reductions at their peril."

The proceeding out of which the decision has come is docketed as No. 28863, an investigation first instituted by the commission in July, 1942, in response to a petition filed on behalf of organizations of producers and marketers of wool and mohair and concurred in by the railroad rate regulatory bodies of several states and by the United States Department of Agriculture. After these interests which called themselves "proponents" had indicated their unreadiness to proceed, the commission discontinued the proceeding in August, 1943. It reinstituted it in May, 1945, however, upon further representations by the proponents, and public hearings were held at points in wool-shipping territory.

Eastbound Rates

The most important of the eastbound rates to which the 5 per cent reduction will apply is that of $2.33 per 100 lb., minimum 24,000 lb., applicable for shipments into Boston, Mass., the principal and price-fixing wool market, from a large blanket territory which includes the western half of Montana, small western portions of Wyoming, Utah, New Mexico, and Texas, and all points in the states west thereof. Other present rates from western territory to Boston, as shown in one of the report's tables, range from 98 cents per 100 lb. from Clinton, Iowa, to $2.29 from Albuquerque, N. M.

Considerations which led the commission to order the reduction are referred to in the report as "important changes in conditions" in recent years, such as the elimination of the substantial intercoastal water movement of wool and thus the "greater importance" to the wool producer of the all-rail rate adjustment; the increase in the number of competing commodities, such as rayon, nylon, fiberglass, etc. and the increase in the average loading of cars of wool. As to the elimination of the water movement, the commission said further that "stress must be laid particularly upon the fact that prior to the recent war more than 90 per cent of the wool traffic moved in whole or in part by water."

It also cited the Hoch-Smith Resolution, "which requires us, in so far as it is legally possible to do so, to give consideration to the conditions which at any given time prevail in the industry, with special emphasis in that respect upon products of agriculture 'to the end that commodities may freely move.'" In the latter connection, the report had previously noted that the proponents based their case in part upon the "unfortunate condition of the sheep business."

"Wool as shipped in the grease contains about 60 per cent dirt, is a raw agricultural commodity produced with little or no profit, and has unusually favorable transportation characteristics," the commission also said. "It pays rates which are higher than the rates on any other agricultural product and, generally speaking, than the rates on all except a few other articles moving in carloads, including pianos, perishable commodities moving in refrigerator cars, tobacco, dressed poultry, fresh meats, hides and pelts, livestock, hops, washing machines, and numerous other high-grade traffic.

Value Only One Element

"While value is an important consideration, it is only one element to be considered in passing upon the reasonableness of rates. That element loses some of its importance in considering the rates on a commodity, like grease wool, where the transportation hazard is exceptionally small and the depressed condition of the industry is proof that a very small part of the selling price of the article is converted into profit to the producer and principal shipper."

The finding calling for a reduction in the westbound rates from Arizona points to California ports was based generally on evidence showing that the westbound rates from points in Mountain Pacific territory north of Arizona were substantially lower, having been placed on a truck-competitive basis. The findings stipulate that none of the new rates are to be restricted in their application to shipments in bales, compressed to a specified density, such restrictions in present tariffs being found unreasonable. Present carload rates within and from Official territory were found lawful—except that those applicable in connection with a 40,000-lb. minimum must be made 80 per cent of the 24,000-lb. basis. Meanwhile, the carload rates within and from points in southern territory, the l.c.l. rates "for general application" and existing transit arrangements and charges incident thereto, and the rates on scoured wool and mohair and on wool tops "are not shown to be unlawful."

All rates and minimum weights resulting from the report's findings are to be subject to Rule 34 of the Consolidated Classification, which provides for the application of minimum weights varying with the length of the car used. In that connection, however, the report noted that the making of minimum weights on wool subject to Rule 34 was alleged by the proponents in the case "to be unrealistic and unduly to penalize the traffic." The commission found nothing in the record before it to justify removal of the prescribed minima from the scope of Rule 34, but it noted that this conclusion is "without prejudice to any different conclusions which we may reach in Docket No. 30280." The latter is the investigation of Rule 34 which the commission recently instituted upon its own motion (see *Railway Age* of October 22, page 61).

Dislikes 30,000-Lb. Minimum

In his concurring-in-part opinion, Commissioner Patterson first presented several examples of specific rate situations to point up his objections to the majority's plan of applying the 5 per cent cut to the present eastbound rates. He also had objections to the prescribed alternative rates and minima, although he did not oppose recognition "to a reasonable extent" of variations in the loading possibilities of wool. His principal objection was to "the interposition of the 30,000-lb. minimum between the 24,000-lb. and the 40,000-lb. minima."

Noting that 30,000 lb. "is only 6,000 lb. in excess of the basic minimum," Mr. Patterson suggested that "variation to that extent in the weight per car may and probably does occur when there is no definite intention to load above 24,000 lb." And he went on to predict that a "substantial proportion" of the traffic will be loaded to the 30,000 lb. minimum, "in which event the rates will be about 15 per cent below those at present in effect."

Coming to the rates from Arizona to southern California ports, Mr. Patterson agreed that "undue preference and prejudice" had been shown, but he objected to the majority's finding that 55 per cent of the present class rates would be "the maximum of reasonableness." "This percentage," he continued, "was prescribed in the second wool investigation (*Wool Rates Investigation, 1923*, 91 I.C.C. 235,120 I.C.C. 493) in connection with the then-existing class rates. The majority concedes that the lower class rates at present in effect were forced down by motor-truck competition but finds, nevertheless, that the same percentage applied to the present depressed first-class rates, produces maximum reasonable rates on wool. The inconsistency of such a finding is too apparent to require further comment."

Commissioner Splawn, concurring, also filed a separate expression. He agreed with the majority, but thought it did not

go far enough. It left, he said, "serious maladjustments" which "should be corrected by further revision more fully responsive to the record." The report noted that Commissioner Johnson "concurs in part," and that Commissioner Cross did not participate in the disposition of the proceeding. The accompanying order requires that the prescribed adjustments be made effective on or before February 10, 1950.

M. P. Service Resumed After 45-Day Strike

Tie-up ends October 23; 40 claims will be arbitrated

The 7,139-mi. Missouri Pacific attained full-scale operations on October 26, two days after termination of the seven-week strike of 5,000 operating employees which had paralyzed the road since September 9. Settlement of the dispute came on Sunday, October 23, culminating two weeks of direct negotiations between the carrier's representatives and those of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. The walkout was officially terminated at 10 a.m. on Monday, October 24.

Union leaders ordered the strike ended after the acceptance by the railroad of a proposal drawn up by the brotherhoods, which stipulated methods for disposing of the 93 claims remaining out of the original 282. The terms of the accord were as follows: (1) Settle 24 cases on a basis "quite satisfactory" to the railroad; (2) accept the recommendation of the emergency board on two cases which the unions had previously declined; (3) withdraw one case; (4) allow decision in three cases to abide by the decision in a similar case now pending before the National Railroad Adjustment Board; (5) send 23 cases to the adjustment board for decision, and (6) submit 40 cases to arbitration under the Railway Labor Act.

On October 25, the day following the strike's end, the railroad had sufficient motive power and rolling stock in operaiton to handle any and all freight offered to it. Normal passenger service got under way on October 26, with resumption of regular schedules over the entire railroad. The majority of the M. P.'s 25,000 employees were back at their jobs on October 24.

Talks between the railroad and unions during the first five weeks of the strike were fruitless, being marked by numerous unacceptable proposals and counter-proposals suggesting procedures by which the walkout might be settled. There were no discussions during this period of the issues involved. On October 10, with talks between the disputants at a complete stalemate, negotiations on the specific claims were resumed at the request of governors of states affected by the strike. The two parties agreed to settle as many as possible of the 282 claims by direct negotiations and to dispose of the unsettled cases through methods mutually agreed upon (see *Railway Age* of October 15, page 66).

Orders Cut in Coal-Burning Passenger Locomotive Mileage

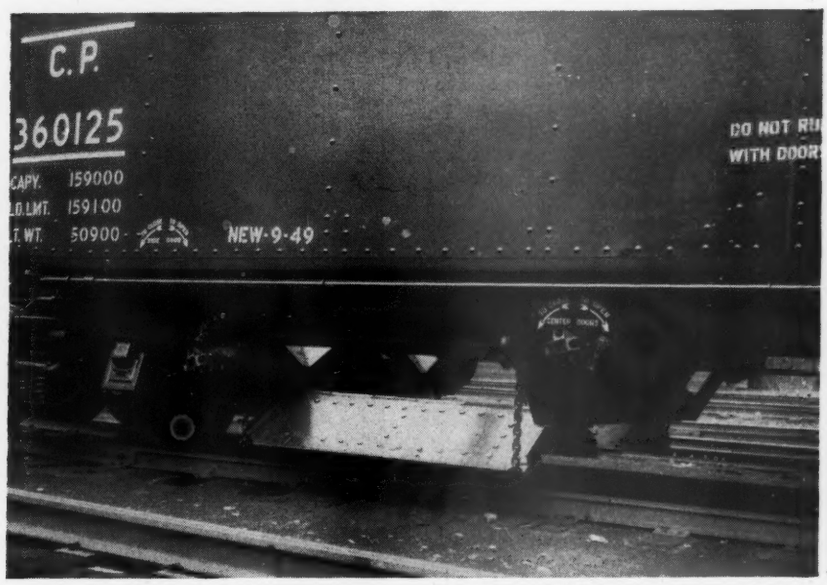
Under a service order issued by the Interstate Commerce Commission as a result of the continuing strike of coal miners, railroads without more than 25 days' supply of fuel coal were required to reduce their coal-burning, passenger-service locomotive mileage by 25 per cent, effective at 11:59 p.m. on October 25. It was estimated at the Association of American Railroads that not more than three per cent of the passenger service would be affected initially, and that not more than seven per cent would be involved when all stockpiles had dropped to the 25-day limit and thus brought on the full effect of the order.

The latter was explained on the basis of August figures showing that only about 28 per cent of that month's total passenger car-miles were operated by coal-burning steam locomotives, the other 72 per cent having been operated by other types of motive power, principally Diesel-electric, electric and oil-burning steam locomotives. Thus the 25 per cent cut applying to about 28 per cent of the passenger service would reduce the whole only about seven per cent.

The commission's order is Service Order No. 843, and it is scheduled to expire at 11:59 p.m. December 25 unless otherwise modified. "On and after the effective date of this order," it said, "any common carrier by railroad operating coal-burning steam locomotives and having 25 or less days supply of fuel coal for such locomotives and not having available a dependable source of supply of coal, shall reduce its coal-burning passenger-locomotive miles to an amount of 25 per cent less than it operated such coal-burning passenger locomotives on October 1, 1949."

As a basis for issuance of the order, the commission set forth its opinion that "an emergency exists" in view of indications "that reserve stocks of railroad locomotive fuel have decreased; that some such reserves have reached a dangerously low level and are further decreasing; that the supply and movement of cars and trains and 'car service' generally is impeded and interrupted by the lack of locomotive fuel coal; that the present production of bituminous coal is insufficient to relieve these conditions and adequately supply such fuel." The order suspends the operation of "all rules, regulations, and practices insofar as they conflict" with its provisions.

In compliance with the I.C.C. order the Baltimore & Ohio announced that 23 trains, mostly locals or on branch lines, had been discontinued. The Central of New Jersey discontinued 35 weekday



The open hopper doors on one of the 200 new longitudinal 70-ton hopper cars being placed in service on the Canadian Pacific. The cars weigh 50,900 lb. each and the outstanding feature is the hopper doors, which open longitudinally, having a clear opening of 17 in. by 5 ft. 2 in. The doors discharge to the center and sides simultaneously or singly, with the side doors being operated from their respective sides while the center doors can be operated from either side of the car. All doors are controlled by a worm and gear mechanism which imparts a uniform motion, thereby allowing them to be adjusted by the operator to give a steady discharge of lading. There are two doors on each side of the car

trains, 22 Saturday trains and 16 Sunday trains. Harry E. Yerkes, C. of N. J. passenger traffic manager, said while every effort had been made not to disturb trains operated during commuting hours it had been necessary to drop some of them to comply with the commission's order. Mr. Yerkes also pointed out that because of the expanded use of Diesel-electric locomotives by his company the present curtailment of trains was far less drastic than in previous emergencies resulting from strikes or work stoppages in the coal fields. The Chesapeake & Ohio discontinued 10 trains and curtailed some branch line service. Eight trains were discontinued by the Delaware & Hudson and service on three others was reduced. The Lehigh Valley and the New York, New Haven & Hartford, because of electrification and Dieselization, announced that no cuts were going to be made in their passenger service. Trains discontinued by the New York Central totaled 146, largely those in local main line or branch line service. It was pointed out that the Central's principal long distance passenger trains are Diesel-powered and that the bulk of its New York area commutation service is electrified. The Pennsylvania discontinued 103 trains, mainly in the shorter runs between relatively nearby cities, between metropolitan areas and seashore points and local service. P.R.R. officers said that Diesel-electric locomotives now haul all important through passenger trains in the non-electrified territory west of Harrisburg, Pa., and many secondary trains as well, permitting continued operation of many more trains than has been possible heretofore under coal conservation orders. The Reading announced it had eliminated 26 trains.

Extensive use of Diesel-electric and oil-burning steam locomotives has lessened the severity of service curtailments on the western railroads. Also, coal mines west of the Mississippi river are unaffected by the strike. Four major Chicago railroads reported discontinuances or service reductions affecting 53 trains as follows: Chicago & North Western, 18 suburban; Illinois Central, 10 through; Chicago, Milwaukee, St. Paul & Pacific, 6 suburban and 9 others; Chicago, Rock Island & Pacific, 10 through.

What Transport Report To President May Cover

The approach which Secretary of Commerce Sawyer may take in preparing the transportation report which President Truman has asked him to submit by December 1 was indicated in an outline that has been distributed to interested government agencies for comment. The president's request, noted in *Railway Age* of September 17, page 92, was for a report setting forth "the major policy issues which need to be resolved at this time in order to achieve maximum effectiveness and consistency of federal programs in the transportation field."

The outline distributed by Secretary Sawyer lists matters that will probably be discussed in the report, and it indicates that the basic approach may be an undertaking to determine whether or not there is conflict in the national transportation policy between the assignment of both promotional and regulatory duties to such an agency as the Civil Aeronautics Board while the Interstate Commerce Commission has only regulatory functions to perform with respect to carriers under its jurisdiction.

Several specific questions are raised as to whether the federal government's activities in the field of transportation are harmonious or conflicting. The questions are:

Has promotion of particular forms of transportation and the policy of relative freedom followed with respect to portions of other forms of transportation impaired the economic health of the regulated portion of the transport industry?

Are the promotional policies applied to different forms of transport self-defeating in the sense that one form of

The Seaboard Air Line has been awarded a silver "Oscar of Industry" by the Financial World for what was adjudged to be the best annual report for 1948 published by the transportation industry. The front cover of the report is reproduced above. A bronze "Oscar" for the best report issued by makers of railroad equipment was awarded to the American Brake Shoe Company. Other bronze "Oscars" were given to the Canadian Pacific, for the best report among Canadian railroads, the Chicago & North Western, the Delaware & Hudson, the Erie, the Illinois Central and the Missouri-Kansas-Texas for the best annual reports in, respectively, the northwestern, northeastern, central western, midwestern and southwestern districts of the United States. The Seaboard also won a bronze award for the best railroad report in the southeastern district. The "Oscars" will be presented to the winners at a banquet in the grand ballroom of the Hotel Statler, New York, on October 31

transport is fostered at the expense of another?

Has the federal government leaned too far in the direction of insuring to the transportation user adequate, low-cost, and non-discriminatory transportation service at the expense of a regulated industry or, conversely, has federal policy been too protective of the interests of the regulated carriers at the expense of the transportation user?

Has safety regulation in the transportation field proceeded to the point where it impairs the economic well-being of the transportation industry or, conversely, is existing safety regulation insufficient to protect the public interest?

Is the policy of obtaining optimum use of transportation resources being realized or is this objective impaired by excessive promotional policies on the one hand and restrictive or distriminatory regulation on the other?

Does the program of competition between types of carriers actually produce the best and lowest cost service for the user or does it result in wasteful use of transport resources?

Other parts of the outline raise more specific questions such as whether or not the government should assume the cost of building and maintaining rights-of-way for the railroads, as it now does with respect to other forms of transport; whether all transport regulation should be concentrated in a single agency; whether the promotion of waterway and highway transportation has been impaired through depressed railroad rates, and whether the promotion of air, highway and water transport has impaired the soundness of the country's railroad system. The outline also asks what, if anything, should be done about these matters, i.e., whether user charges should be imposed on transport facilities provided by the government, or the government's promotional expenditures reduced, and whether depressed rates should be eliminated.

U. P. Changes Date for Wyoming Tunnel Dedication

Due to unforeseen construction difficulties, the October 24 date for dedicating the Union Pacific's new 6,700-ft. Altamont tunnel in western Wyoming has been delayed to November 9. As noted in the *Railway Age* of October 22, page 58, the railroad is opening the $8,000,000 project after 2½ years of construction work.

Electro-Motive Announces Three New Switchers

Three new models of railroad switching locomotives have been announced by the Electro-Motive Division of General Motors Corporation. Features of the new models bring to the fields of yard switching, transfer and road switching improvements commensurate with those made in Diesel freight and passenger locomotives by Electro-Motive last spring, it was pointed out by C. R. Osborn, vice-president of General Motors and general manager of Electro-Motive, in a press preview, on October 25, and to a meeting of railway executives on October 26, at La Grange, Ill.

The new models include a 1,200-hp. yard switcher, an 800-hp. yard switcher and a 1,500-hp. road switcher, or general purpose locomotive.

The 1,200-hp. model supersedes the 1,000-hp. model which Electro-Motive has produced since 1938. The new 1,200-hp. switcher will be delivered at the same price as the old 1,000-hp. switcher.

The new 800-hp. switcher is designed to cover the range of services formerly assigned to other 1,000-hp. switchers, because it will do the same work at considerably lower cost.

The 1,500-hp. road switcher is in production; the 1,200-hp. switcher will be in production before the end of 1949, and deliveries of the 800-hp. switcher are planned for the late summer of 1950.

Electro-Motive also has just gone into production of the new high-speed 2,250-hp. Diesel passenger locomotive unit announced last Spring.

The foregoing locomotives, with the new 1,500-hp. F7 freight unit and the new 1,500-hp. FP7A heavy duty passenger unit, both of which went into production this summer, and the 600-hp. switching locomotive, round out the current Electro-Motive line of General Motors locomotives designed to meet the requirements of every class of service on standard-gage railroads in North America.

The three new models just announced constitute the third program of major product improvements by Electro-Motive since the end of the war—the first having been production of the wide range F3 locomotive in 1947, and the second the announcement of F7 and E8 models last spring.

A special two-color freight claim prevention poster being used by the Southern. The original poster, 22 in. by 18 in. in size, has the words "Loss and Damage" printed in red across the "8-ball"

Gurley Tells Shippers Subsidies Endanger Private Transport

The system of privately operated transportation in the United States "is in danger due to the activities of two groups: first, those who are opposed on ideological grounds to our system of private ownership and management of property, and, second, those who, while professing belief in the system, seemingly fail to see danger in accepting financial assistance from government." This was the theme of the address presented to the Associated Traffic Clubs of America at its annual dinner in Houston, Tex., on October 25 by Fred G. Gurley, president of the Atchison, Topeka & Santa Fe.

In the course of its 26 annual meeting, on the previous day, A.T.C. sent a congratulatory telegram to the management of the Missouri Pacific, complimenting it highly on its handling of the recent strike. The wire, which was addressed to Guy Thompson, trustee of the road, read:

"The board of directors of the Associated Traffic Clubs of America, meeting at Houston, Tex., today received with deep satisfaction news of the settlement of the labor controversy on your railroad, resulting in resumption of service.

"It commends you and your associates on the firmness of your stand and the fairness and wisdom in which you handled this difficult situation. It considers what has transpired important, not mere-

ly as affecting the operation of the Missouri Pacific, its shipping and traveling patrons and those dependent on its service, but as setting an example of firm and dignified insistence on industrial justice, and it believes that those who may in the future be faced with problems comparable with yours will draw encouragement and support from your example.

"Today, the Missouri Pacific and its management stand as a new and much-needed bulwark against the insistent attacks on the system of American free enterprise."

Mr. Gurley, before developing the types of subsidy which weaken privately operated transportation, was at pains to emphasize that the system of privately owned railroads in this country, which "finance their operations from revenues produced by charges for services rendered . . . produces results." He pointed out, in illustration, that the Santa Fe, one of the companies made possible by this system, "is in the best physical condition in its history. It is not being boastful to say that we are giving the best service we ever rendered. We should be able to continue that better service and to improve it." The speaker went on to say that his statement applied to "the other railroads" as well.

He pointed out that, despite the fact that leaders of railroad labor organizations have declared themselves against socialized railroads—"and I believe they are"—and that top officials of the government say they believe in private ownership, nevertheless, "the collectivist has been making more yardage than the home team." And much of this headway has been made because of the existence and growth of "the twilight zone, or half and half transportation agencies, supported in part by charges for services rendered, and in part by tax monies."

The Santa Fe chief told his audience, in closing, that if they wish to prevent the impairment of the vigor and strength of the railroad network, they must work for equality of treatment and equality of regulation. The railroads, he said, ask only that "each form of transportation bear the true economic cost of providing the service it sells to the public."

Coach-Seat-Reservations Case Set for Hearing

Hearings in connection with the Interstate Commerce Commission's investigation of charges for coach-seat reservations in the East and South will be held in Chicago at the Hotel Morrison on November 21, and at the commission's Washington, D. C., headquarters on February 27, 1950. The proceeding is docketed as No. 30171, and the hearings will be conducted by Commissioner Mitchell.

The commission's notice said that respondent railroads will be expected to offer evidence on the cost of making coach-seat reservations; the volume of travel in reserved-seat coaches in relation to the total number of reserved seats available; effects of "no shows" and late cancellations of coach-seat reservations on carriers' revenue and service to the public; effects of tariff charges for coach-seat reservations on carriers' revenue and service.

Railroads expected to offer their evidence at the Chicago hearing were listed in the notice as follows: Chicago & Eastern Illinois; Illinois Central; Central of Georgia; Louisville & Nashville; New York Central; Nashville, Chattanooga & St. Louis; and Southern.

Freight Car Loadings

Loadings of revenue freight in the week ended October 22 totaled 589,539 cars, the Association of American Railroads announced on October 27. This was an increase of 5,175 cars, or 0.9 per cent, above the previous week, a decrease of 337,888 cars, or 36.5 per cent, under the corresponding week last year, and a drop of 365,539 cars, or 38.3 per cent, below the equivalent 1947 week.

Loadings of revenue freight for the week ended October 15 totaled 583,913 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, October 15

District	1949	1948	1947
Eastern	112,496	159,141	167,162
Allegheny	90,180	187,179	197,479
Pocahontas	19,692	69,618	75,710
Southern	101,904	138,057	139,722
Northwestern	83,503	141,512	149,780
Central Western	128,989	145,528	152,138
Southwestern	47,149	71,922	72,158
Total Western Districts	259,641	358,962	374,076
Total All Roads	583,913	912,957	954,149
Commodities:			
Grain and grain products	52,955	51,755	55,826
Livestock	19,513	19,925	22,665
Coal	51,368	177,374	191,711
Coke	3,905	14,983	14,884
Forest products	40,014	48,331	45,611
Ore	7,582	66,896	68,430
Merchandise l.c.l.	88,476	111,771	122,413
Miscellaneous	320,100	421,922	432,609
October 15	583,913	912,957	954,149
October 8	574,228	891,651	956,862
October 1	658,128	908,866	942,455
September 24	661,472	908,592	937,954
September 17	743,022	909,989	931,072
Cumulative total 41 weeks	28,969,597	34,029,643	35,271,710

In Canada.—Carloadings for the week ended October 15 totaled 77,619 cars, compared with 89,988 cars for the previous week and 84,000 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 15, 1949	77,619	31,831
October 16, 1948	84,000	36,821
Cumulative totals for Canada:		
October 15, 1949	3,065,431	1,262,780
October 16, 1948	3,170,061	1,413,879

Fire Protection Section Meets at Atlantic City

With a registration of 164, the Fire Protection and Insurance Section of the Association of American Railroads held its annual meeting at Atlantic City, N. J., October 18-20.

The program included addresses on "Fire Protection Based on the Five-Day Work Week," by E. P. Gangewere, assistant general manager, Reading; "Current Developments in Fire Waste Control," by George W. Elliot, chairman of the board, National Fire Protection Association; "Ninety Years of Oil's Progress," by Edward M. Freeman, associate general counsel, Texas Company; "Cooperative Measures for Fire Prevention," by J. B. Akers, chief engineer, Southern; "Protection of Industrial Properties Served by Railroads," by H. E. Hilton, executive director and counsel, National Automatic Sprinkler and Fire Control Association; "Some Questions They Ask Us," by N. H. Davis, Jr., assistant secretary, Underwriters Laboratories, Inc., and "LP Gases," by H. Emerson Thomas, of H. Emerson Thomas & Associates.

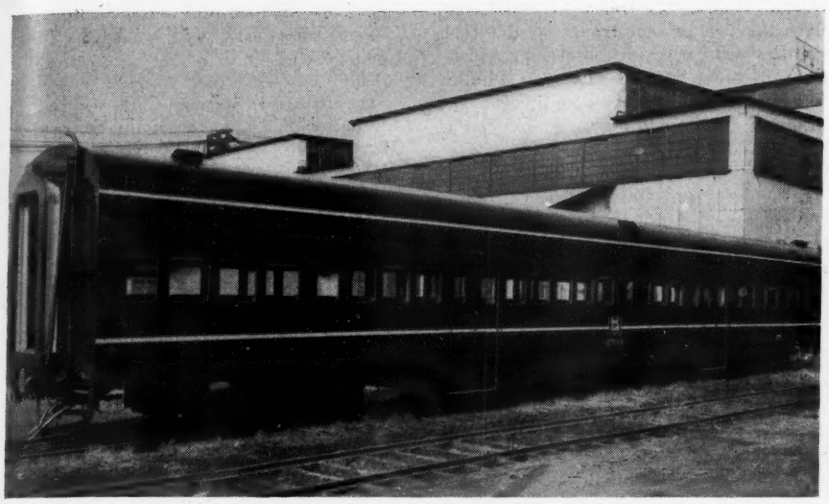
Committee reports were presented by Secretary-Emeritus W. F. Steffens on publications; by H. A. Campbell, chief inspector, A. A. R. Bureau of Explosives, on material in transit, use and storage; by A. M. Schachtner, insurance supervisor, Chicago & North Western, on records and statistics; by R. G. Kooser, Atlantic Coast Line, on rolling equipment—locomotives; by J. R. Peters, assistant manager, insurance department, Pennsylvania, on insurance; by L. R. Morgan, Michigan Central, on fixed properties; by J. H. Kaufmann, auditor, insurance bureau, Great Northern, on bulletins and posters, and by G. H. Scott, New York, New Haven & Hartford, on rolling equipment—cars. W. F. Hickey, manager of insurance of the New Haven and vice-chairman of the section, reported on activities of the Railroad section of the N.F.P.A.

Chairman C. Needham, manager of insurance of the Southern and Mr. Hickey were automatically continued in office under the section's policy of having officers serve for two years, as was Secretary W. E. Todd.

New Chicago Terminal, if Any, Should Be on Lake Site: Mottier

"If Chicago is to have a new South Side consolidated railway passenger terminal, it should be on the open lake front and not in the congested interior of the city," C. H. Mottier, vice-president and chief engineer of the Illinois Central, stated in a report to the Chicago City Planning Board on October 24. Mr. Mottier, a member of the board, attacked a recent report by the Chicago Plan Commission favoring a site at Congress and Clarke streets for the much-discussed consolidated terminal.

As was noted in the *Railway Age* of September 4, 1948, page 52, the Chicago South Side Terminal Committee—organized by the railroads for the specific purpose of studying the passenger station problem—rejected as too costly the idea of consolidated facilities. Instead, the committee recommended modernization of the three existing terminals south of Chicago's "Loop." The city government, however, has continued to explore



ROCK ISLAND TO INAUGURATE STREAMLINED, DIESEL-POWERED SUBURBAN TRAINS.—The Chicago, Rock Island & Pacific will, in November, place into service several completely streamlined, Diesel-powered suburban trains between Chicago and Joliet, Ill., and intermediate stations. The road is scheduled to receive during the month the first group of 20 new suburban cars built by the Pullman-Standard Car Manufacturing Company, each with a seating capacity of 100 passengers. As noted in the *Railway Age* of August 13, page 79, the Rock Island has already purchased 12 Diesel-electric locomotives for use in its commutation service. The new cars are constructed of lightweight Corten steel and are equipped with roller bearings, high-speed electric brakes, Tightlock couplers and the latest all-coil spring trucks with snubbers and shock absorbing devices for easy riding. Entrance to the cars is provided by two sets of pneumatic-controlled sliding doors on each side of the car instead of the conventional vestibules at the ends. Hand rails and low-tread, anti-slip metal steps allow easy access to and exit from the cars. The coaches have fluorescent lighting, shatterproof Thermopane windows and thermostat-controlled heating. Twelve of the cars are air-conditioned and the remainder have forced filtered air ventilation. Trains assigned to the longer suburban runs, such as Joliet, will have washroom and toilet facilities

the possibilities of a unified passenger station.

Mr. Mottier, in his report, listed the following as advantages of the lake front as a site for the proposed terminal: "(1) Provides room for a 'pull-through,' rather than a 'stub-end,' type of station, with better railway operating features and shorter walks for loading and disembarking passengers; (2) offers ample room for all necessary terminal facilities, including servicing of equipment; (3) provides lower land values than those of other sites; (4) possesses excellent access for local transportation and assures less traffic congestion on downtown streets, and (5) offers the most attractive location as a gateway to the city."

Vacated Suspension of New England C. & D. Charges

The Interstate Commerce Commission has now decided to permit New England railroads to establish changes ranging from 10 cents to 30 cents per 100 lb. for collection or delivery of l.c.l. or any-quantity shipments. Division 2 of the commission issued an October 26 order vacating as of November 5 a previous order which had suspended operation of the tariff schedules involved from October 3 through May 2, 1950.

That earlier order also instituted an investigation of the proposed charges, docketing the proceeding as I. & S. No. 5706. "Good cause appearing therefor," the October 26 order also discontinued the investigation (see *Railway Age* of October 8, page 76).

Heads O.I.T. Transportation And Communications Branch

Dr. Herbert Ashton has been appointed chief of the Transportation and Communications Branch of the Department of Commerce's Office of International Trade. He came to O.I.T. from the Armed Forces Industrial College where he had been assistant director of research since August, 1944.

Prior to that time, Dr. Ashton served on the staffs of the Interstate Commerce Commission and the former Office of Defense Transportation. His career also includes 10 years of railroad service during the 1913-1923 period when he was employed in the engineering and operating departments of the Pennsylvania. He was born in Philadelphia, Pa., January 24, 1890. He received A.B. and civil engineering degrees from Cornell University and later did postgraduate work at Harvard University where he received a Ph.D. in transportation economics.

In the Commerce Department's announcement of his appointment, the O.I.T. branch which he heads was described as one that "maintains a program of research and analysis of foreign developments in the fields of ocean shipping, railways, highways, inland waterways, pipe lines, telecommunications, public utilities, export packing, and costs of export shipment." The announcement added that the information "is distributed to the American businessman through governmental and trade channels." It also said that Dr. Serge Koushnareff, who has been the branch's acting chief for several months, will remain as assistant chief.

$1.75 Per Diem Rate Effective November 1

The per diem rate for rental of freight cars will be increased from $1.50 to $1.75 on November 1, member roads of the Association of American Railroads having voted to approve the increase which was proposed by the association's board of directors. The voting, by letter ballot, was on the basis of car ownership, and tabulation of the returns was completed this week.

They showed that owners had voted 1,415,700 cars in favor of the increase, while 490,853 cars were voted against it, and 22,983 cars were not voted. Establishment of the $1.75 rate will mark the fourth increase since February 1, 1945. For several years prior to that date, the per diem rate was $1. It was then raised to $1.15, and further increased to $1.25 on June 1, 1947. The $1.50 rate became effective three months later—on September 1, 1947. (See *Railway Age* of October 8, page 78.)

Railroads Ask I.C.C. to End Waybill-Filing Requirements

Class I railroads have asked the Interstate Commerce Commission to discontinue as of January 1, 1950, the requirements of its September 6, 1946, order which calls for the filing of copies of audited waybills, representing carload terminations, that are numbered "1" or with digits ending in "01." The request was made in an October 24 letter written to Commission Chairman Mahaffie by two executives of the Association of American Railroads—E. H. Bunnell, vice-president in charge of the Finance, Accounting, Taxation and Valuation Department, and W. J. Kelly, traffic officer. Mr. Mahaffie's acknowledgments, dated October 25, said that the request would receive "early consideration."

The waybills filed are being used by the commission's Bureau of Transport Economics and Statistics to make the so-called waybill studies which it issues from time to time. The Bunnell-Kelly letter noted that the General Committee of the A.A.R. Accounting Division, at its meeting last May in Atlantic City, N. J., provided for the appointment of a joint committee consisting of three freight accounting officers, one statistical officer, and three traffic officers "to consider further the matter of furnishing these waybill copies and the supplemental in-

formation" called for on the filing form.

"At a meeting in Washington on October 21," the letter also said, "the committee above referred to directed that we present to the commission a request that the requirements of the order of September 6, 1946, be discontinued as of January 1, 1950. This request is submitted to you on behalf of the Class I railroads of the United States."

In support of the request, the letter made this brief argument: "With the close of 1949 the railroads will have furnished to the commission copies of waybills and supplemental information covering three full years of traffic. The railroads recently have been required to readjust their office forces to a 40-hour week. It is necessary that they seek every avenue of eliminating additional work which interferes with orderly procedure in the freight accounting offices."

Commissioner Mahaffie's reply was addressed to Mr. Bunnell. After acknowledging receipt of the letter, it had this to say: "I note that the request is submitted on behalf of the Class I railroads of the United States. It will have early consideration and you will be advised with reference to it as soon as is practicable."

P.R.R. Abandons Segregation In Coach Seat Reservations

The Pennsylvania has announced that, effective immediately, coach seats on through trains from New York to the South, which it operates to Washington, D. C., will be reserved for all passengers alike in any part of the train.

The railroad in the past has always reserved seats for colored passengers in any part of those trains when they requested it. In the absence of such request, however, and to save colored passengers possible embarrassment and inconvenience south of Washington, an effort has heretofore been made to assign colored passengers and white passengers seats in separate cars, having identical accommodations, leaving New York. This practice will now be abandoned.

Charges of discrimination against the railroad in sale of reserved coach accommodations to colored passengers traveling to points south of Washington had been filed with the New York State Commission Against Discrimination. In negotiations with the commission, the road contended that it has never countenanced discrimination in accommodations afforded to its passengers and that the arrangement it has previously had for coach seat reservations on trains to the South were set up in good faith for the well-being of passengers traveling south of Washington.

C. & O. to Run New Detroit-Saginaw Streamliner

Starting October 31, the Chesapeake & Ohio will operate a new Diesel-powered, all-stainless-steel streamlined train between Saginaw, Mich., Flint, Milford and Detroit. The new streamliner will replace the two present trains on the Detroit-Bay City run, in conformance with a recent order by the Michigan Public Service Commission. The railroad petitioned to discontinue the trains, on which it loses $640,000 yearly, and agreed to the commission's suggestion that it operate the improved train between Detroit and Saginaw, 16 mi. from Bay City. The train is to be operated for a six-month test period to determine if the public will use the service sufficiently to justify continued operation.

Besides the Diesel locomotive, the streamliner will consist of one combination coach-baggage car and two 36-seat, air-conditioned coaches. Reducing present schedules 20 to 30 min., it will leave Saginaw at 8:15 a.m. and arrive Detroit at 10:50 a.m. Returning, it will leave Detroit at 6:15 p.m. and arrive Saginaw at 8:50 p. m.

Southern Rate-Pact Hearing Now Set for December 14

The Interstate Commerce Commission has now set December 14 as the date for hearing at Atlanta, Ga., on the rate-procedures agreement filed by southern railroads. The hearing, which had previously been scheduled for November 9, will be held at the state capitol before Commissioner Rogers and Examiner Burton Fuller. The proceeding is docketed as Section 5a Application No. 6.

B. & M. to Hold Fourth Annual Young Railroaders' Conference

The fourth annual Younger Railroaders' Conference, sponsored by the Boston & Maine System Council of Y.M.C.A's, will be held at the railroad Y.M.C.A., City square, Charlestown, Mass., on November 5.

R. E. Baker, assistant general manager of the B. & M., will preside as conference chairman, assisted by a number of other officers of the railroad and of various railroad brotherhoods. L. W. Horning, vice-president, personnel and public relations, of the New York Central, will speak on "Human Relations and Progressive Railroading" at the dinner which will conclude the conference.

ORGANIZATIONS

The **Indianapolis Car Inspection Association** will hold its next regular meeting on November 7, at 7 p.m., in the Assembly room of the Big Four building, Indianapolis, Ind.

The next regular meeting of the **Women's Traffic Club of New York** will be held at the Park Sheraton Hotel, 55th street and 7th avenue, New York, on November 15. Paul G. Boise, president of the Boise-Griffin Steamship Company, New York, and of the Foreign Commerce Club of New York, will speak on "Pier Competition."

The **Western Railway Club** will have Lt. Joseph F. Gallagher of the St. Louis, Mo., Police Department as its guest speaker at the November 21 meeting in the Hotel Sherman, Chicago, at 6 p.m. Lt. Gallagher will speak on "Operations and Activities of Subversive Groups."

The next meeting of the **Central Railway Club of Buffalo** will be held in the Fillmore room of the Hotel Statler, Buffalo, N. Y., on November 3, at 8 p.m. R. Roy MacLeod, vice-president of the Niagara Hudson Power Company, will be the guest speaker.

Karl L. Wilson was elected chairman of the **District of Columbia Chapter of the Association of Interstate Commerce Commission Practitioners** at an October 25 luncheon meeting in Washington, D. C. He succeeds Roland Rice. Robert E. Quirk was elected vice-chairman and J. Carter Fort, Jr., was elected secretary-treasurer. The guest speaker at the meeting was Sir Cyril Birtchnell, deputy secretary, Ministry of Transport, United Kingdom.

SUPPLY TRADE

Lloyd L. Brooks, industry specialist in the construction equipment division of **Worthington Pump & Machinery Corp.,** at Holyoke, Mass., has been appointed regional supervisor of that division, with headquarters in Washington, D. C., succeeding **John S. Bachman,** who has been appointed sales manager, Ransome construction equipment division, Dunellen, N. J.

H. R. Salisbury has been appointed president of the **Air Reduction Sales Company,** with which he has been associated for over 23 years in various executive capacities. The following vice-presidents also have been appointed: **H. F. Henriques** (general sales); **J. J. Lincoln, Jr.** (railroad sales and sales services); **S. B. Stouffer** (distribution), and **N. L. Wisser** (field office management).

A new shipping concern known as the **Evwood Shipping Company,** with offices at 61 Whitehall street, New York, has recently been formed, with **William I. Evans,** formerly foreign freight agent of the Baltimore & Ohio, as president and **William J. Wood,** president of the Marlow Service Corporation, as vice-president.

Miles D. Catton, manager of the **Portland Cement Association's** soil-cement bureau since 1941, has been appointed director of development. The work of the development department under Mr. Catton's supervision will be directed to-

ward, among other things, improved uses of portland cement, concrete and soil-cement in the railway field and in erosion control, water, sewage and drainage facilities.

H. T. Casey has been appointed assistant vice-president of the **Symington-Gould Corporation**, with headquarters at New York.

The **Baldwin Locomotive Works** has appointed **Dana R. Staples** as manager of the newly consolidated locomotive engineering department, covering Diesel-electric, steam, turbine and electric locomotives. Other appointments in that department are as follows: **Ralph Schmidt**, manager, mechanical section; **Ralph A. Miller**, manager, electrical section; **John T. Shatagin**, manager, development section, and **Warren B. Darlington**, supervisor, drawing office.

Frank B. Powers, formerly assistant vice-president—production of the American Car & Foundry Co., has been appointed director of manufacturing operations of the **Federal Telephone & Radio Corp.**

The **Graver Water Conditioning Company** has established new sales and field engineering offices in the Hippodrome building, Cleveland, Ohio, and in the Commercial Trust building, Philadelphia, Pa. **Herman Ross**, formerly assistant manager of the Chicago district office, is in charge of the Cleveland office, and the Philadelphia office is headed by **Robert Schenker**. The company also has announced the appointment of **Henry T. Sulcer** as general manager of the general offices at 216 West 14th street, New York. Mr. Sulcer formerly was general auditor of the parent company, the Graver Tank & Manufacturing Co.

The **International Steel Company** has elected **Henry Bohnsack** chairman of the board, **Walter G. Koch** president and chief executive officer, and **Wesley D. Hamilton** vice-president and director of sales. **Lee Osborne** will continue as secretary and comptroller.

Earl T. Gruendike, general superintendent of the **General Railway Signal Company**, has been promoted to works manager, and **Charles J. Gendreau**, assistant factory superintendent, has been appointed general superintendent to succeed Mr. Gruendike.

James H. Cassell, Jr., has been appointed director of public relations of the **Pressed Steel Car Company**, with headquarters at 230 Park avenue, New York. Mr. Cassell formerly was a member of the staff of the Wall Street Journal in New York and Pittsburgh, Pa.

The **Union Railway Equipment Company** has appointed the **Deems Supply Corporation**, 542 Fifth avenue, New York 19, as exclusive sales representative for the company's Ureco devices in the eastern territory, including New York, Boston, Mass., Washington, D. C., Baltimore, Md., Philadelphia, Pa., Pittsburgh and Cleveland, Ohio.

OBITUARY

Errol Wesley Stone, works manager of the General Railway Signal Company in Rochester, N. Y., died there on October 4 after a brief illness. Mr. Stone was born on October 20, 1892, in Hinckley, Minn., and attended the University of Washington. In 1914 he entered railroad service in the signal department of the Great Northern. The following year he was employed by the Chicago, Milwaukee, St. Paul & Pacific on signal construction work in the electrified zone through Montana, Idaho and Washington, subsequently entering the Southern Pacific signal department. With the exception of two years' service in France during World War I with the American Expeditionary Forces, 18th Engineers

Errol Wesley Stone

Railway Division, Mr. Stone remained with the S. P. until 1923, when he became field engineer for the National Safety Appliance Company. In 1928 he joined the General Railway Signal Company as assistant superintendent of construction, with headquarters at Rochester, being transferred in 1930 as resident engineer to New York, where he was in charge of the city subway signaling construction. From 1936 to 1939, he served as resident engineer in charge of the signaling and train control installation on the San Francisco-Oakland Bay Bridge at San Francisco, Cal. Mr. Stone was later appointed assistant resident manager of the St. Louis district office, becoming resident manager in 1940. The next year he went to Rochester as assistant works manager, and in 1943 was advanced to works manager.

Charles C. Traer, board chairman of the Acme Steel Company, Chicago, died in that city on October 25 of a heart attack. He had completed 30 years of service with the company, having advanced from works manager in 1919 to president of Acme in 1941. He had been chairman of the board since 1948. Mr. Traer was also a director of the Baltimore & Ohio Chicago Terminal.

EQUIPMENT AND SUPPLIES

G. N. Authorizes $27 Million For Improvements in 1950

The board of directors of the Great Northern has approved an improvement spending program for 1950 amounting to $27,405,000. Of this sum, $16,862,000 will be used to purchase new equipment and $10,543,000 is to be spent for track betterments.

The road plans to purchase 50 Diesel-electric locomotives for passenger, freight and switching services, at a cost of $10,227,000. These will include 1 600-hp. and 6 1,000-hp. switchers; 31 1,500-hp. road-switchers; 5 3,000-hp. and 4 4,500-hp. freight locomotives; and 1 3,000-hp. and 2 4,500-hp. passenger locomotives. Some $4,585,000 will be spent for 500 steel refrigerator cars for the Western Fruit Express Company (a G. N. subsidiary), while an additional $2,050,000 will go for improvements to miscellaneous projects and for the purchase of machinery, tools and similar equipment.

Involved in the track program is the laying of approximately 33,000 tons of 115-lb. rail, ballasting work, bridge construction and other right-of-way improvements.

Equipment on Order

Class I railroads and railroad-owned and controlled refrigerator car lines had 21,370 freight cars on order October 1, compared with 99,905 on order October 1, 1948, according to the Association of American Railroads. This year's October 1 total of cars on order by all railroads and private car lines was 22,203. On the some date the Class I roads had on order 800 locomotives, as compared with 1,578 on order October 1, 1948.

The A.A.R. statement featured installations of locomotives in this year's first nine months, calling attention to the fact that the 1,430 engines then placed in service exceeded the comparable total for the first three-fourths of any other year since 1923. The 1,430 included 1,381 Diesel-electrics and 49 steam locomotives. Installations in the first nine months of 1948 totaled 1,012 locomotives, including 952 Diesel-electrics, 56 steam, and 4 electrics.

Freight cars placed in service during this year's first nine months by the Class I roads and their affiliated refrigerator car lines totaled 72,885, of which 6,321 were installed in September. Retirements in the first nine months totaled 61,094 cars, of which 7,254 were retired in September. In the first nine months of last year, 77,848 new freight cars were placed in service while 58,987 cars were retired.

The 21,370 cars on order October 1 by the Class I roads and their car-line affiliates included 11,551 to be built in railroad shops and 9,819 on order from con-

tract builders. The breakdown by types of cars was as follows: Box, 4,055, including 3,805 plain and ventilated and 250 auto box; hoppers, 7,522, including 953 covered hoppers; gondolas, 5,111; flat, 3,554; refrigerator, 1,011; miscellaneous, 117.

The 800 locomotives on order October 1 included 775 Diesel-electrics, 21 steam and 4 electrics. The 1,578 on order October 1, 1948, included 1,477 Diesel-electrics and 101 steam.

SIGNALING

The **Delaware & Hudson** has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at Ballston Spa, N. Y. The control machine, to be located in Ballston station, about a mile from the controlled location, will have 12 track lights and 10 levers for the control of 7 switch machines, a spring switch, and 16 signals at a junction of the main line with the Ballston Spa branch. Type B plug-in relays, Type SA searchlight signals, and model 5C switch machines will be used in this installation.

The **Chicago, Rock Island & Pacific** has placed an order with the Union Switch & Signal Co. for materials to install automatic block signals on 104 mi. of single track between Vinton, Iowa, and Manly. The order includes Style H-2 searchlight signals, relays, rectifiers, transformers, switch circuit controllers and housings. The construction work will be done by railroad forces.

IRON & STEEL

The **Pennsylvania** has ordered 60,000 net tons of steel rail for delivery beginning in May, 1950. It will be 155 lb., 140 lb. and 133 lb. and will replace lighter sections in main-line trackage over the system. Orders for the rail were placed with the Carnegie-Illinois Steel Corporation, the Bethlehem Steel Company and the Inland Steel Company.

CAR SERVICE

The Interstate Commerce Commission has set back, from October 31 to December 31, the expiration dates of Service Order No. 840 and Revised Service Order No. 841. The former authorizes railroads serving California and Arizona to furnish from two to four S.F.R.D. or P.F.E. refrigerator cars, "not suitable for transporting commodities requiring protective service," in lieu of one box car ordered for the transportation of cotton between points of origin and compress points in these states; and from such compress points to points on the Southern Pacific, Texas & New Orleans, Union Pacific, and Atchison, Topeka & Santa Fe. Revised Service Order No. 841 authorizes the substitution of two or three refrigerator cars for one box car ordered for the transportation of fruit and vegetable containers, box shooks or other packaging or packing materials from points of origin in California and southern Oregon to destinations in California; or for the transportation of sacked grain originating at any point in Oregon.

CONSTRUCTION

Canadian National.—This road has awarded a contract to C. M. Miners Construction Company, Saskatoon, Sask., for construction of a telegraph repeater station at Melville, Sask. The one-story and basement building, 22 ft. by 43 ft., will house a commercial telegraph office in addition to telegraph relay and repeater equipment.

Chicago & Eastern Illinois.—This road is now completing, at an estimated cost of $400,000, a new Diesel shop at Oaklawn, Ill. The new facility, located in the north end of the road's machine shop, has been built by G. A. Johnson & Son, Chicago. As noted in the *Railway Age* of October 8, page 84, the railroad has begun construction of a $750,000 freight yard improvement program at Evansville, Ind.

Chicago & North Western.—This road's forces are extending yard tracks at Beverly, Iowa, at a cost of $23,800, and installing an automatic interlocking plant to replace a manual plant at Lohrville, Iowa, at a cost of $23,935. Construction projects being undertaken in cooperation with private contractors, are: Replace masonry of bridge No. 801 at Maple River, Iowa, with concrete piers and abutments, and raise grade three feet ($159,300); reinforce substructure and spans of bridge No. 472 at La Moille, Iowa ($46,500); reinforce with concrete piers the masonry abutments of bridge No. 265 at Norway, Iowa ($47,320); rebuild bridge No. 409 and raise grade two feet at that structure and three feet at bridge No. 410, near Montour, Iowa ($117,080), and convert two coal-fired steam boilers to oil-fired, including storage tanks, at the Ravenswood office building in Chicago ($34,500). The Chicago, St. Paul, Minneapolis & Omaha (part of the North Western System), in cooperation with the McManis Construction Company, St. Paul, Minn., is building a two-story concrete block building for use as a yard office and welfare building in West Minneapolis, Minn. The cost is $67,350.

Chicago, Rock Island & Pacific.—This road has awarded the following contracts for work in connection with construction of its new car retarder classification yard at Silvis, Ill. (see *Railway Age* of May 7, page 65): To the John Soller Construction Company, Davenport, Iowa, for combination yard office, wash and locker building, three control towers, compressor building and four floodlight tower foundations ($81,000); to Kelly Systems, Inc., Chicago, for installation of tube communication system ($30,000), and to A. M. Turner Company, Chicago, for construction of highway bridge at Carbon Cliff, Ill., over relocated main tracks and yard tracks of the new Silvis yard ($39,000). The F. K. Ketler Company, Chicago, has been awarded a contract amounting to approximately $52,000 for work on bridges Nos. 1151 and 1152 near Bureau, Ill. Work on bridge No. 5303 over the Platte River, near South Bend, Neb., is being performed by List & Weatherly Construction Co., Kansas City, Mo., at an estimated cost of $92,000.

Minneapolis & St. Louis.—Next year this road will build a large produce terminal on the former public market property—which it has owned for four years—in the Minneapolis, Minn., commission district just north of the loop. The building will be used for loading, unloading and storage of perishable freight, L. C. Sprague, president of the M. & St. L., said. Survey of the tract has begun and plans will be completed in time to start construction next spring. The road will utilize the entire 330-ft. by 165-ft. tract for spur tracks, loading platforms for trucks and a big perishable goods warming house and depot.

New York Central.—This road has announced that plans are under way for construction of a large one-story waterfront terminal in Weehawken, N. J., for occupancy by the United Fruit Company. The proposed site, consisting of about 25 acres of railroad property, with 1,000-ft. frontage on the Hudson river, is located immediately north of the Lincoln tunnel. Plans call for the development of a modern warehousing unit, headhouse and office building, totaling approximately 150,000 sq. ft. Construction is scheduled to start early in 1950.

FINANCIAL

Would Let P.R.R. and Wabash Buy D.T.&I. from Pennroad

Examiners Paul C. Albus and G. M. Eddy have recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize the Pennsylvania and Wabash to acquire control of the Detroit, Toledo & Ironton through purchase of 245,329 shares of its common stock from the Pennroad Corporation. The purchase price would be $105.50 per share, and the proposed acquisition plan contemplates that the Pennsylvania Company, wholly owned

subsidiary of the P.R.R. and parent company of the Wabash, will acquire 200,000 shares while the Wabash buys 45,329 shares.

The total cost to the Pennsylvania Company would thus be $21,100,000; and it proposes to pay $5,100,000 in cash and finance the remainder through a $16,000,000 issue of collateral trust bonds, approval of which is also recommended in the proposed report. The total cost to the Wabash would be $4,782,209.50, and it proposes to pay cash. The 245,329 D.T.&I. shares involved are all but seven of the total which that road has outstanding, the whereabouts of the owners of the seven being unknown.

Another phase of the acquisition plan is the joint P.R.R.-Pennsylvania Company proposal for purchase by the latter of Pennroad's holdings of Springfield Suburban common stock, which holdings total 5,100 shares, all that are outstanding. In that connection, the examiners would have the commission impose a condition permitting the Erie to participate in this acquisition on an equal basis with the P.R.R. The S.S. is a switching line operating in Springfield, Ohio, and the proposed purchase price of its stock is $39.31 per share.

The Erie's intervention in the case was for the sole purpose of seeking an equal share in the control of S.S.; and counsel for the P.R.R. stated during hearings on the case that that road would agree to such a condition if the commission found it to "in the public interest." If the transaction is approved by the commission, the Pennsylvania Company proposes to transfer the S.S. stock it acquires to the Ironton.

Meanwhile, the New York Central, Baltimore & Ohio, and New York, Chicago & St. Louis, are also interveners, and they seek to have the commission reject the acquisition plan *"in toto."* They fear the loss of traffic which they now handle in connection with the Ironton. The examiners took note of these protests to the extent of finding it "imperative" that the "independence of the Ironton" be maintained, and thus recommended the imposition of several conditions which would require the continuance of routes and interchange arrangements to which the Ironton and S.S. are now parties. Such conditions would satisfy the Akron, Canton & Youngstown, another intervener, which does not otherwise oppose the application.

The examiners found it "significant" that "not a single shipper appeared at the hearing and presented testimony in favor of or against applicants' proposal." Thus, they said, the proceeding points up "a struggle solely between opposing railroad interests." And they identified the "principal question involved" as one of whether approval of the application "would so adversely affect the ability of the protesting interveners that they no longer could maintain continued adequate transportation service to the public." They found "no basis" for a determination to that effect.

The "dire results" predicted by the protesting interveners "are not supported by actual experience of the past," the proposed report added. It went on to say that before control of the Wabash was acquired by the P.R.R., the former's interchange with the latter was around 3 per cent of the total cars interchanged with all connections. The 1948 percentage was put at "slightly over 4 per cent." The examiners then led up to their favorable recommendations and statements of proposed conditions with this comment:

"Under the circumstances herein, more than slight credence must be accorded the testimony of responsible officers of applicants who positively declare that there is no intention on their part to interfere in any manner whatsoever with the policies of the Ironton developed over many years of independent operations, and especially with its right freely to interchange traffic with any and all connections. It cannot be assumed that the reason for filing the application is to bring about ruination of the Ironton as an independent carrier. thus jeopardizing the substantial investments applicants are to make in acquiring the stock.

"It would be in the public interest for control of Ironton to pass from the non-carrier investment company which no longer desires it, to carrier auspices, and on this record the most logical owners would be the applicants. On the basis of the present interchange their interests are superior to those of any other carrier in the area."

In addition to the conditions mentioned above, the examiners would have the commission impose employee-protection conditions for affected employees who are not covered by the so-called Washington Job Protection Agreement. Meanwhile, they would reject a B.&O. request for a condition giving it trackage rights over the Ironton between Leipsic, Ohio, and Detroit, Mich., including the joint use of terminal facilities. Under that proposal, which is opposed by the N.Y.C. and A.C.&Y., as well as the applicants, "all industries now served by Ironton also would be served by the B.&O.," the proposed report said.

The Ironton operates 463 miles of main line, extending from Detroit, Mich., to Ironton, Ohio. Except for one mixed train, it is operated exclusively for freight service. Its principal shipper has been the Ford Motor Company which gave it 45 per cent of its 1948 carload traffic. Ford owned the road from 1920 until 1929, when it sold the stock to Pennroad. The proceeding out of which the proposed report has come is Finance Docket No. 16426.

Alleghany Corporation. — *Stock Exchange.*—This company has announced that the offer by which holders of its prior preferred and series A preferred stocks could exchange a portion of their holdings for dividend-paying stocks in Alleghany's portfolio (see *Railway Age* of September 24, page 70), brought in approximately 9,350 prior preferred and 13,750 series A preferred shares. For these stocks Alleghany exchanged about 43,200 shares of Chicago, Rock Island & Pacific common stock, 3,000 shares of Chesapeake & Ohio common and 28 shares of Kansas City Southern 4 per cent preferred stock. On September 17, the date the exchange offer was first made, there were outstanding 47,818 of the Alleghany prior preferred and 342,091 series A preferred shares.

Alleghany Corporation. — *Security Transactions.* — Among other security transactions during September this company reported sale of 17,500 shares of common stock of the Chicago, Rock Island & Pacific.

Baltimore & Ohio-Central of New Jersey-Reading.—*Consolidation Proposed.*—Consolidation of these three companies, "for good of both roads and public," has been proposed by the New Jersey Inter-Municipal Group for Better Rail Service, of which John F. Kraus, of North Plainfield, N. J., is chairman, and the Jersey Shore Protective Committee, headed by J. Edward Wilson, mayor of Rumson, N. J. The consolidation proposal was presented to Earl T. Moore, president of the Jersey Central, at a recent meeting in Plainfield, N. J. It was one of many suggestions dealing with various phases of northern New Jersey rail service considered at the Plainfield meeting, which is expected to be followed by others "designed to bring about closer relations between road and public."

Denver & Rio Grande Western.—*Tax Settlement.*—The district court at Denver, Colo., has approved an agreement settling the government's tax claims against the Rio Grande and the Denver & Salt Lake Western (now part of the Rio Grande), for the years 1942 to 1946, inclusive. Also approved were the railroads' claims for refunds of taxes for the same period, the net result of the agreement amounting to a refund to the Rio Grande, including interest, of $3,684,339.24. In December, 1946, the government filed for substantial deficiencies in normal and excess profits taxes for the aforementioned years, while the railroad sought refunds to give effect to the operating loss carry-back for the year 1946. In addition, the Rio Grande asked "land grant" refunds of revenue on government traffic made in 1945, 1946 and 1947, generally referred to as "cut-backs," but involving traffic moved during the war years on which income and excess profits taxes had previously been paid. Settlement effected involved payment of deficiencies against the Rio Grande amounting to $3,239,414, and refund of overpayments, including postwar credits of excess profits taxes, amounting to $6,774,632.52. Interest paid to the government on deficiencies, including interest on a potential deficiency which existed prior to carry-back of operating loss for 1946,

amounted to $890,134.74. Interest on overpayments amounted to $1,039,255.46.

Duluth, South Shore & Atlantic.—*Reorganization.*—Reorganization of this company and its subsidiary, the Mineral Range, which have been in bankruptcy since 1937, will be completed November 1, Henry S. Mitchell, of Minneapolis, Minn., chairman of the reorganization managers, has announced. On that date, a new corporation, the Duluth, South Shore & Atlantic Railroad, will consolidate and take over the properties of the two predecessor roads, which include 555 mi. of main line track. The reorganization plan has been approved by the United States district court in Minneapolis, the Interstate Commerce Commission and all affected groups of securities holders.

Capital structure of the new South Shore will consist of 210,000 shares of no-par common stock, with total stated value of $10,500,000; and $5,000,000 of contingent bonds, bearing interest at 4 per cent only if earned.

A board of nine directors has been approved by the reorganization managers. These directors are: R. S. Archibald, president, North Range Mining Company, Negaunee, Mich.; Endicott R. Lovell, president, Calumet & Hecla Consolidated Copper Co., Calumet, Mich.; Ward R. Schafer, vice-president and general manager, Coolerator Company, Duluth, Minn.; Harry B. Stoker, vice-president and general manager, Globe Elevator Company, Duluth; Peter N. Todhunter, lawyer, Chicago; N. R. Crump, vice-president, and J. A. Dundas, treasurer, Canadian Pacific, Montreal, Que.; Henry S. Mitchell, Minneapolis, and Herman F. Schmidt, general superintendent, D. S. S. & A., Marquette, Mich. These directors on November 1 will name officers to operate the road.

The new company will continue to be affiliated with the Canadian Pacific, which will retain a major interest in its securities. The reorganized road, however, will be operated independently, under supervision of its own directors. Its executive offices will be in Minneapolis and its operating and traffic headquarters at Marquette. It will maintain off-line traffic offices which are now operated.

New York & Long Branch.—*New Directors.*—Revelle W. Brown, president of the Reading, and Fred N. Oliver, senior partner of Oliver & Donnally, New York law firm, have been elected directors of this road, which is owned jointly by the Central of New Jersey and the Pennsylvania. They succeed Walter P. Gardner and James D. Carpenter, Jr.

New Securities

Application has been filed with the Interstate Commerce Commission by:

Georgia & Florida.—For approval of a plan whereby it would sell to the Reconstruction Finance Corporation $950,000 of 4 per cent equipment trust certificates to finance 90 per cent of the cost of acquiring 9 Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation. Six of the locomotives would be 1,500-hp. units while the other three would be 600 hp. They would permit the G. & F. to "completely Dieselize" its operations, the application said. The certificates would be dated on or about December 1, and mature in semi-annual installments over a 10-year period.

Division 4 of the I.C.C. has **authorized:**

Erie.—To assume liability for $4,300,000 of equipment trust certificates to finance in part 28 Diesel-electric locomotives and 30 baggage cars at an estimated total cost of $5,390,033 (see *Railway Age* of October 1, page 61). The certificates will be dated October 15 and will mature in 10 annual installments of $430,000 each, beginning October 15, 1950. The commission's report approved a selling price of 99.461 for the issue with a 1⅞ per cent interest rate—the bid of Halsey, Stuart & Co., in behalf of itself and 9 associates, which will make the average annual interest cost approximately 1.99 per cent. The certificates were reoffered to the public at prices yielding from 1.2 to 2.2 per cent, according to maturity.

Kansas City Southern.—To assume liability for $1,200,000 of series J Equipment trust certificates to finance in part the acquisition of 8 Diesel-electric locomotives from the Electro-Motive Division of the General Motors Corporation at an estimated total cost of $1,548,297 (see *Railway Age* of October 8, page 84). The certificates will be dated November 1 and will mature in 30 semi-annual installments of $40,000 each, beginning May 1, 1950. The commission's report approved a selling price of 100.105 for the issue with a 2⅛ per cent interest rate—the bid of Salomon Bros. & Hutzler, as representative of a group of four member, which will make the average annual interest cost approximately 2.11 per cent. The certificates were reoffered to the public at prices yielding from 1.1 to 2.4 per cent, according to maturity.

Texas & Pacific.—To assume liability for $2,300,000 of series G equipment trust certicates to finance in part the acquisition of 6 Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation at an estimated total cost of $3,171,316 (see *Railway Age* of October 1, page 61). The certificates will be dated November 1 and will mature in 10 annual installments of $230,000 each, beginning November 1, 1950. The commission's report approved a selling price of 99.317 for the issue with a 1¾ per cent interest rate—the bid of Lee, Higginson Corporation and three associates, which will make the average annual interest cost approximately 1.89 per cent. The certificates were reoffered to the public at prices yielding from 1.15 to 2.1 per cent, according to maturity.

Average Prices Stocks & Bonds

	Oct. 25	Last week	Last year
Average price of 20 representative railway stocks	38.64	39.02	50.12
Average price of 20 representative railway bonds	87.96	86.79	88.54

Dividends Declared

Atlantic Coast Line.—$1.00, payable December 12 to holders of record November 14.

Louisville & Nashville.—88¢, quarterly, payable December 12 to holders of record November 1.

Ontario & Quebec.—$3.00 (payable in Canadian funds), semiannual, payable December 1 to holders of record November 1.

Investment House Publications

[The surveys listed herein are, for the most part, prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5.

Canadian Pacific. September 21.

Chesapeake & Ohio. September 29.

Chicago & North Western. First Mortgage Series B 3s, 1989. September 29.

Erie Railroad. September 28.

Illinois Central Railroad. Bond Exchange Offer. September 26.

Illinois Central Railroad. Consolidated Mortgage Bonds. September 26.

Lehigh Valley. October 10.

New York, Chicago & St. Louis. Ref. 3¼s, 1980. September 29.

St. Louis Southwestern. 1st 4s, 1989. September 28.

Southern Pacific. September 29.

Texas & Pacific. 1st 5s, 2000. September 29.

H. Hentz & Co., 60 Beaver st., New York 4.

Favorable Factors in the Railroad Outlook. Fortnightly Review, October 3.

Smith, Barney & Co., 14 Wall st., New York 5.

Railroad Earnings. October 6.

Vilas & Hickey, 49 Wall st., New York 5.

Baltimore & Ohio Railroad Company. First Mortgage 4s, 1975. September 30.

RAILWAY OFFICERS

FINANCIAL, LEGAL & ACCOUNTING

Clyde W. Fiddes, commerce counsel of the St. Louis Southwestern, has been appointed general attorney and commerce counsel, with headquarters remaining at St. Louis, Mo.

OPERATING

H. R. Koonce, traveling engineer of the Illinois Central, has been appointed trainmaster, Freeport and Madison districts and Addison branch, with headquarters as before at Freeport, Ill., succeeding **F. A. Fitzpatrick,** transferred.

James J. Behan, whose promotion to general superintendent of transportation, Western region, of the Canadian National at Winnipeg, Man., was reported in the *Railway Age* of October 22, was born on February 27, 1896, at Toronto, Ont. He attended the Toronto

News Department continued on next left-hand page

Overfire Jets*

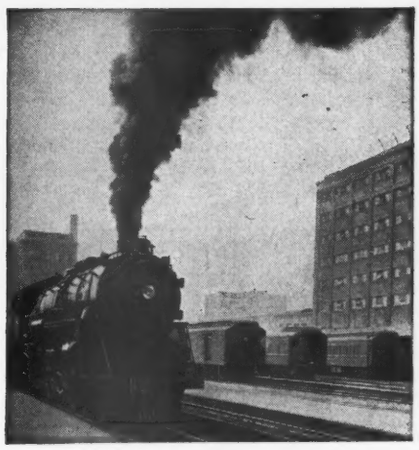
Eliminate Smoke!

*

Overfire air jets with mufflers, as developed and designed by Bituminous Coal Research, Inc., are now being manufactured and sold by the Franklin Railway Supply Company.

These jets are a result of several years' research by B.C.R. in smoke abatement methods. They use steam to induce air into the sides of the locomotive fire-box, above the fire, so as to burn the volatiles from the coal with little or no smoke.

Quotations on Type A or Type B jets will gladly be supplied, together with recommendations on installation in conformance with B.C.R. specifications.



JETS OFF

JETS ON

SMOKE GONE

FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

public schools and Parkdale Collegiate Business College, starting his railroad career in August, 1911, in the accounting department of the Canadian Northern (now part of the Canadian National). From 1915 to 1919 he served overseas in World War I and subsequently

James J. Behan

returned to Toronto as secretary to general superintendent. He became secretary to chief of transportation at Montreal, Que., in 1923, and in the following year was appointed chief clerk, operating department. In 1927 he was advanced to supervisor of car service at Montreal, being transferred to Winnipeg in 1939 as superintendent of car service, Western region. Mr. Behan was named assistant general superintendent of transportation at Winnipeg in 1947, in which capacity he served until his recent promotion.

TRAFFIC

Martin J. Fox, general agent in the passenger department of the Chicago, Burlington & Quincy at New York, will retire on October 31, after more than 50 years of service with the Burlington. **H. A. Schneider** will become district passenger agent at New York.

Harry Lewis Sullivan, whose appointment as western district traffic manager of the Kansas City Southern Lines, at Los Angeles, Cal., was reported in the *Railway Age* of September 17, was born on March 19, 1900, at Kansas City, Kan. Mr. Sullivan began his railroad career in August, 1916, as a messenger on the Missouri Pacific at Kansas City, Mo. Four years later he became employed by the Chicago Great Western as rate clerk at Kansas City, and in 1922 was appointed chief clerk on the Western Maryland at that point. From 1923 to 1934, he served successively as chief clerk and freight traffic representative on the Southern at Kansas City, subsequently joining the Louisiana & Arkansas (part of the K.C.S.). He served with the latter road as traveling freight agent, with headquarters first at Kansas City and later at Dallas, Tex., until 1935, when he became commercial agent at Dallas. In October, 1942, Mr. Sullivan entered the U. S. Army, returning to the L. & A. in March, 1943, as junior commercial agent. He was later made senior commercial agent, becoming general agent on the K. C. S. Lines at Los Angeles in January, 1944, which position he held prior to his recent appointment.

George R. Kimbel, assistant passenger traffic manager of the Illinois Central at Chicago, will become passenger traffic manager at that point on November 1, succeeding **Albert C. Linton,** who will retire after nearly 45 years of service with the I. C. Mr. Kimbel, who was born on December 5, 1901, at Dubuque, Iowa, attended Cutler Business College

George R. Kimbel

in his home town and also studied with International Correspondence Schools. He began his career with the I. C. in May, 1917, as a clerk in the passenger traffic office at Dubuque, and subsequently served in various capacities until his

Albert C. Linton

promotion to traveling passenger agent at Minneapolis, Minn., in 1922. He was appointed assistant general passenger agent at St. Louis, Mo., in 1930, and was transferred to Memphis, Tenn., a year later, returning to St. Louis as district passenger agent in 1935. From 1937 to 1944, Mr. Kimbel served as general passenger agent at St. Louis, and was next appointed assistant general passenger agent at Chicago. He was transferred to New Orleans, La., in January, 1946, advancing to general passenger agent there the following May. He became assistant passenger traffic manager at Chicago in September of this year.

Mr. Linton was born at Chillicothe, Mo., on October 21, 1884, and, after attending commercial college, entered railroad service in August, 1905, as a stenographer in the city passenger office of the I. C. at Chicago. The following year he was advanced to chief clerk in the division passenger office at St. Louis, becoming chief clerk to the assistant general passenger agent at New Orleans in 1911. In 1916 he was appointed traveling passenger agent at Memphis, Tenn., serving at that point and at Chicago until 1918, when he was made chief clerk in the general passenger office at Memphis. Mr. Linton was advanced to assistant general passenger agent at New Orleans in 1920, and in 1927 was promoted to general passenger agent, with the same headquarters. In December, 1945, he was appointed acting passenger traffic manager at Chicago, being promoted to passenger traffic manager at that point in May, 1946.

C. W. Edwards, whose retirement as general passenger agent of the Chicago Great Western at Chicago, was reported in the *Railway Age* of October 8, was born at Webster City, Iowa, on August 21, 1884. He graduated from high school in 1903, and entered railroad service in September, 1907, with the Chicago & North Western. Mr. Edwards joined the Great Western in March, 1920, as rate clerk, and later served successively as assistant chief clerk, chief clerk and assistant general passenger agent until his appointment as general passenger agent at Chicago.

PURCHASES and STORES

Earl H. Otto, chief clerk in the purchasing department of the Baltimore & Ohio, has been appointed assistant to purchasing agent, with headquarters at Baltimore, Md., succeeding **Fred E. Johnson,** who was retired after 49 years of service with that road.

MECHANICAL

F. R. Hosack, mechanical assistant to vice-president—operation of the Chicago, Rock Island & Pacific at Chicago, has been appointed general superintendent of motive power at that point. Born at Cumberland, Md., on March 3, 1899, Mr. Hosack began his railroad career in 1915 as an apprentice machinist with the Southern Pacific at Ennis, Tex. Following service with the armed forces in World War I, he joined the Atchison, Topeka & Santa Fe as a machinist at Temple, Tex. From 1920 to 1930, he was employed by the International-Great Northern at various points as mechanical foreman, enginehouse foreman and general foreman, subsequently becoming

general foreman and later master mechanic of the St. Louis, Brownsville & Mexico at Kingsville, Tex. He was appointed mechanical superintendent, Western district, of the Missouri Pacific at St. Louis, Mo., in 1937. In World

F. R. Hosack

War II Mr. Hosack was a colonel in the Military Railway Service, U. S. Army, serving in the European theater of operations. He returned to the M. P. in January, 1946, as assistant chief mechanical officer at St. Louis. In September of this year he joined the Rock Island as mechanical assistant to vice-president—operations as reported in the *Railway Age* of October 1, which post he held prior to his latest appointment.

ENGINEERING & SIGNALING

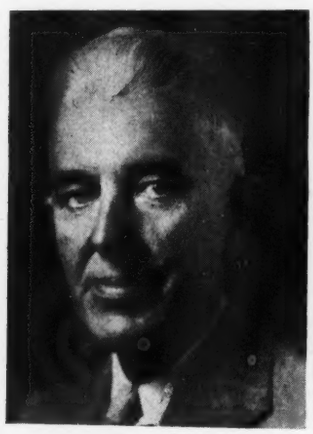
Milton C. Blanchard, chief engineer of the Coast Lines of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., will retire on October 31, after more than 44 years of service with the Santa Fe. Mr. Blanchard was

Milton C. Blanchard

born at Hamlin, Kan., on October 17, 1879, and attended Hiawatha Academy and the University of Kansas, receiving his B.S. degree in civil engineering in 1902. He entered the service of the Santa Fe as a rodman, subsequently serving as a topographer and transitman until 1905, at which time he was appointed assistant engineer. In 1907 he was advanced to division engineer, and in 1909 was appointed roadmaster and assistant engineer, returning to the position of division engineer in 1911. Mr. Blanchard was appointed office engineer for the chief engineer in 1913, and later served as district engineer and division superintendent until 1922, when he was promoted to chief engineer of the Western Lines and of the Panhandle & Santa Fe, at Amarillo, Tex. In 1929 Mr. Blanchard was appointed chief engineer of the Coast Lines, his present position.

Effective October 31, **L. W. Moss,** assitant division engineer of the New York Central, at Chicago, will become division engineer at Columbus, Ohio, succeeding **George Smith,** retired. Mr. Moss will be succeeded as assistant division engineer at Chicago by **C. L. Nolan,** supervisor of track at Chicago.

Joseph L. Fergus, whose appointment as assistant chief engineer of the Nashville, Chattanooga & St. Louis at Nashville, Tenn., was reported in the *Railway Age* of September 10, was born at Bellefontaine, Ohio, on June 20, 1890, and attended Hamilton (Ohio) High School and Ohio State University. He began his railroad career with the Wasioto & Black Mountain (now part of the Louisville & Nashville) at Poorfork, Ky., as rodman and masonry inspector, and subsequently served on the North Fork extension of the Lexington & Eastern (now also part of the L. & N.) on construction. In 1912 he was appointed instrumentman and assistant resident



Joseph L. Fergus

engineer on reconstruction and double tracking of the L. & N., with headquarters at Athens, Ala. He was next engaged in trestle elimination on L. & N. branch lines and on grading for yard extensions at Lebanon Junction, Ky., and between Louisville, Ky., and Cincinnati, Ohio, becoming assistant engineer on the Chattanooga division of the N. C. & St. L. at Nashville in 1915. Mr. Fergus later served for short periods as supervisor of track, resident engineer and assistant engineer, real estate department, and in 1919 became assistant engineer at Chattanooga. He was advanced to division engineer at that point in 1925, which position he held until his recent appointment.

SPECIAL

R. L. Edmonson, a conductor on the St. Louis-San Francisco, with headquarters at Springfield, Mo., has been promoted to safety supervisor at that point, succeeding **K. E. Beshears,** appointed terminal trainmaster at Birmingham, Ala.

Dr. E. M. Fessenden has relinquished his posts as chief surgeon of the St. Louis-San Francisco and its subsidiaries, and also as chief surgeon of the Frisco Employees Hospital at St. Louis, Mo., to return to private practice at Springfield, Mo. Succeeding Dr. Fessenden in these positions is **Dr. V. W. Hollo,** formerly assistant chief surgeon.

Robert G. Hodgkin, Jr., staff photographer of the Atlantic Coast Line, has been appointed public relations representative, with headquarters at Wilmington, N. C., succeeding **J. S. Webb, Jr.,** who has resigned to accept a position in Bremerton, Wash.

Frank A. Judd, public relations representative of the New York Central, with headquarters at Chicago, has resigned from that position to join the editorial staff of the Chicago Journal of Commerce.

OBITUARY

Frederick H. Johnson, formerly public relations officer of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, who retired in January, 1948, died on October 23 in the Berwyn (Ill.) hospital. Mr. Johnson, who was a native of Burlington, Iowa, began his railroad career in 1896 as a stenographer with the Chicago, Burlington & Quincy in his home town. He subsequently held various clerical positions with the Burlington, and in 1917 joined the Milwaukee as office assistant to the president at Chicago. He was promoted to assistant to the president in 1923 and to executive assistant in 1928. Mr. Johnson became public relations officer for the road in 1939.

Colonel William J. Wilgus, who, as vice-president and chief engineer of the New York Central, conceived the present Grand Central Terminal at New York, and later directed transportation for the American Expeditionary Forces in World War I, died at Claremont, N. H., on October 24, at the age of 83.

John F. Auch, who retired in 1929 as assistant to the president of the Reading, died on October 21 at his home in Philadelphia, Pa., at the age of 91.

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The new switcher is, as nearly as possible, a duplicate of our 1000-hp design —with maximum interchangeability of parts between the two. Chassis, hood and truck frames are identical. Electrical equipment of each is Westinghouse, and traction motors and generator are identical. The engine of the new switcher is a 6-cylinder version of the 8-cylinder in-line engine used in the larger locomotive — with 9″ x 12″ cylinders, pressure charging, and intercooling of air between compressor and intake manifold. The engine itself is conservatively rated 900 hp at 950 rpm.

The new switcher will give a performance that will excel that of other locomotives of its rating. It is available for multiple-unit operation, including electrically controlled sanding between units—and also is available with both right-hand and left-hand operating positions, when this is desired.

Further details will be furnished upon request to the Lima Locomotive Division of the Lima-Hamilton Corporation; Lima, Ohio.

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Current Publications

FILM

The Price of Freedom. 16-mm., sound. Available on loan from, or for sale by, the Motion Picture Department, National Association of Manufacturers, 14 W. 49th st., New York 20. Loans, free; purchase price, $50.

A 23-min. film designed to demonstrate that "The Price of Freedom" is a matter of individual responsibility and that personal freedom can be lost through apathy, disunity, and misunderstanding. The story is told through the medium of a newspaper reporter.

PAMPHLETS

Gages of Principal Railroads of the World, prepared by Ralph C. Barton. One sheet. Published by the Business Information Service, Department of Commerce, Washington 25, D. C.

Lists, in alphabetic order, by country, the gages used in each country, in both inches and meters.

Preliminary Report on Statistics of Steam Railways in Canada, 1948. 9 pages. Prepared in the Transportation Division, Dominion Bureau of Statistics, Ottawa, Ont. 10 cents.

Contains statistics on income account, train- and car-mileage, freight and passenger traffic and employees and compensation on Canadian railroads for the year 1948. The employment statistics cover Canadian roads collectively; other statistics are given for each road individually.

Motor Truck Facts, 1949 Edition. 56 pages, charts. Published by the Motor Truck Committee, Automobile Manufacturers Association, Detroit, Mich. Free.

Covers truck production, registrations, mileage, employment and "taxes."

BOOK

Routing and Misrouting of Freight, by Glenn L. Shinn. 177 pages. Published by the Simmons-Boardman Publishing Corporation, 30 Church st., New York 7. $4.

This book defines and explains the right of a shipper to route his freight; the obligation of a railroad to observe such routing or to supply routing when none is specified, and the liability of the railroad for damages to the shipper for misrouting. Other matters specifically treated are the correct method of tender so as to obtain the lowest published rate all-rail, or rail and other forms of carriage; embargoes and reconsignments; formal and informal adjustments of damage claims and liability between carriers.

CHART

Diagram of the Standard A.A.R. Steel Box Car. Published by the Simmons-Boardman Publishing Corporation, 30 Church st., New York 7. 75 cents.

This diagram shows sections and elevation drawings of the standard A.A.R. steel box car, with the parts named and numbered.

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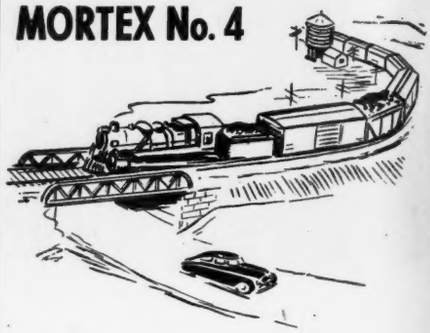

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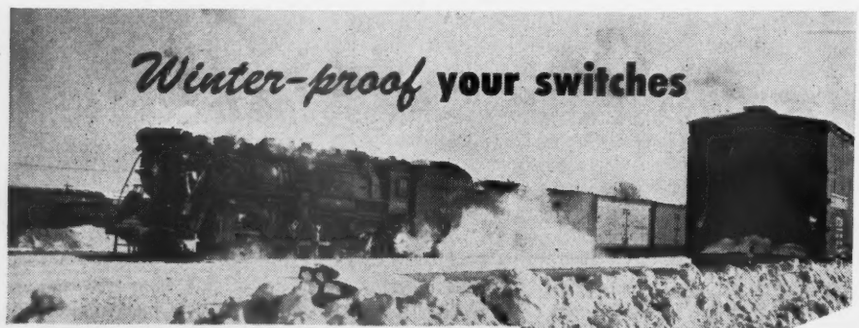

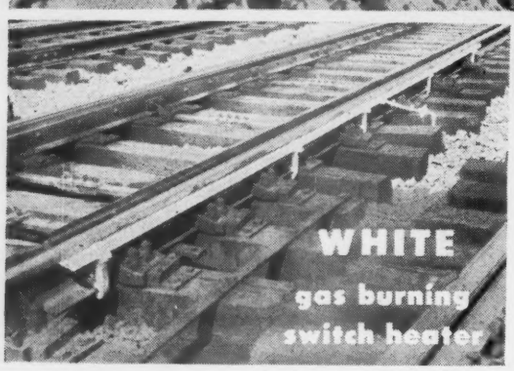

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